
**Electronic fee collection — Application
interface definition for autonomous
systems —**

**Part 3:
Context data**

*Perception du télépéage — Définition de l'interface d'application pour
les systèmes autonomes —*

Partie 3: Données du contexte



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Contents

Page

Foreword	iv
Introduction.....	v
1 Scope	1
2 Normative references	1
3 Terms and definitions	2
4 Abbreviated terms	5
5 General concept and overview	5
6 Procedural requirements and encoding rules.....	7
6.1 Communication services	7
6.2 Version and validity handling	7
6.3 Encoding rules.....	7
7 Application data units	8
7.1 Application data unit structure	8
7.2 Application data unit header	8
7.3 Application data unit body	9
8 EFC Attributes	9
8.1 Rules with respect to support of context data	9
8.2 Attributes and data sets.....	10
8.3 EFC attributes data catalogue.....	10
8.3.1 General	10
8.3.2 Data set “Context Overview”	11
8.3.3 Data group “Tariff Information”	12
8.3.4 Data set “Context Layout”	28
8.3.5 Data set “Reporting rules”	38
Annex A (normative) EFC data type specifications	48
Annex B (normative) PICS proforma for the attributes.....	63
Annex C (informative) How to use context data defining the properties of an EFC regime	82
Annex D (informative) Examples using EFC context data for scheme definitions	87
Bibliography.....	91

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

In other circumstances, particularly when there is an urgent market requirement for such documents, a technical committee may decide to publish other types of normative document:

- an ISO Publicly Available Specification (ISO/PAS) represents an agreement between technical experts in an ISO working group and is accepted for publication if it is approved by more than 50 % of the members of the parent committee casting a vote;
- an ISO Technical Specification (ISO/TS) represents an agreement between the members of a technical committee and is accepted for publication if it is approved by 2/3 of the members of the committee casting a vote.

An ISO/PAS or ISO/TS is reviewed after three years in order to decide whether it will be confirmed for a further three years, revised to become an International Standard, or withdrawn. If the ISO/PAS or ISO/TS is confirmed, it is reviewed again after a further three years, at which time it must either be transformed into an International Standard or be withdrawn.

ISO/TS 17575-3 was prepared by the European Committee for Standardization (CEN) Technical Committee CEN/TC 278, *Road transport and traffic telematics*, in collaboration with Technical Committee ISO/TC 204, *Intelligent transport systems*, in accordance with the Agreement on technical cooperation between ISO and CEN (Vienna Agreement).

ISO/TS 17575 consists of the following parts, under the general title *Electronic fee collection — Application interface definition for autonomous systems*:

- *Part 1: Charging*
- *Part 2: Communication and connection to the lower layers*
- *Part 3: Context data*
- *Part 4: Roaming*

Introduction

Autonomous systems

This part of ISO/TS 17575 is part of a series of specifications defining the information exchange between the Front End and the Back End in Electronic Fee Collection (EFC) based on autonomous on-board equipment (OBE). EFC systems automatically collect charging data for the use of road infrastructure including motorway tolls, zone-based fees in urban areas, tolls for special infrastructure like bridges and tunnels, distance-based charging, and parking fees.

Autonomous OBE operates without relying on dedicated road-side infrastructure by employing wide-area technologies such as Global Navigation Satellite Systems (GNSS) and Cellular Communications Networks (CN). These EFC systems are referred to by a variety of names. Besides the terms autonomous systems and GNSS/CN systems, also the terms GPS/GSM systems and wide-area charging systems are in use.

Autonomous systems use satellite positioning, often combined with additional sensor technologies such as gyroscopes, odometers and accelerometers, to localize the vehicle and to find its position on a map containing the charged geographic objects, such as charged roads or charged areas. From the charged objects, the vehicle characteristics, the time of day and other data that are relevant for describing road use, the tariff and ultimately the road usage fee are determined.

Some of the strengths of the autonomous approach to electronic fee collection are its flexibility, allowing the implementation of almost all conceivable charging principles, and its independence from local infrastructure, thereby predisposing this technology towards interoperability across charging systems and countries. Interoperability can only be achieved with clearly defined interfaces, which is the aim and justification of ISO/TS 17575.

Business architecture

This part of ISO/TS 17575 complies with the business architecture defined in ISO 17573. According to this architecture, the Toll Charger is the provider of the road infrastructure and, hence, the recipient of the road usage charges. The Toll Charger is the actor associated with the Toll Charging role. See Figure 1.

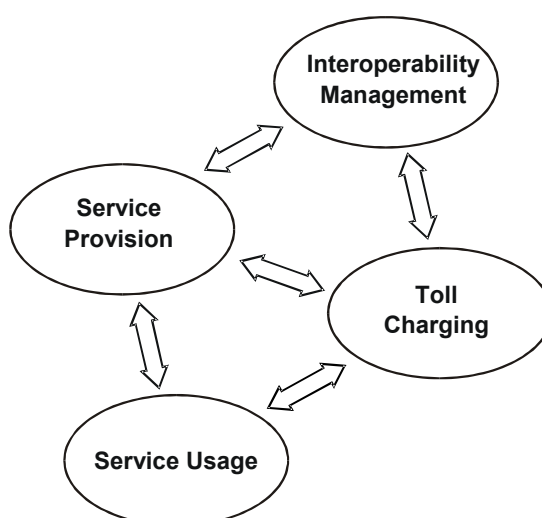


Figure 1 — The rolebased model underlying this Technical Specification

Service Providers issue OBE to the users of the road infrastructure. Service Providers are responsible for operating the OBE that will record the amount of road usage in all toll charging systems the vehicle passes through and for delivering the charging data to the individual Toll Chargers. In general, each Service Provider delivers charging data to several Toll Chargers, as well as each Toll Charger in general receives charging data from more than one Service Provider. Interoperability Management in Figure 1 comprises all specifications and activities that in common define and maintain a set of rules that govern the overall toll charging environment.

Technical architecture

The technical architecture of Figure 2 is independent of any particular practical realization. It reflects the fact that some processing functionalities can either be allocated to the OBE or to an associated off-board component (Proxy). An example of processing functionality that can be realized either on- or off-board is map-matching, where the vehicle locations in terms of measured coordinates from GNSS are associated to geographic objects on a map that either resides on- or off-board. Also tariffication can be done with OBE tariff tables and processing, or with an off-board component.

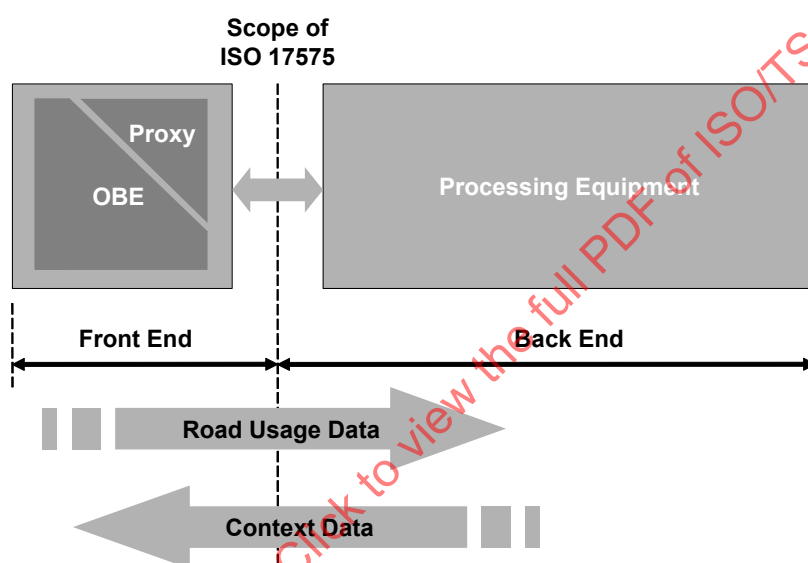


Figure 2 — Assumed technical architecture and interfaces

The combined functionality of OBE and Proxy is denoted as Front End. A Front End implementation where processing is predominately on OBE-side is known as a smart client (or intelligent client, fat client) or edge-heavy. A Front End where processing is mostly done off-board is denoted as thin-client or edge-light architecture. Many implementations between the “thin” and “thick” extremes are possible, as depicted by the gradual transition in the wedges in Figure 2. Both extremes of architectural choices have their merits and are one means where manufacturers compete with individual allocations of functionality between on-board and central resources.

Especially for thin client OBE, manufacturers might devise a wide variety of optimizations of the transfer of localization data between OBE and off-board components, where proprietary algorithms are used for data reduction and data compression. Standardization of this transfer is neither fully possible nor beneficial.

Location of the specification interface

In order to abstract from, and become independent of, these architectural implementation choices, the primary scope of ISO/TS 17575 is the data exchange between Front End and Back End (see the corresponding dotted line in Figure 2). For every toll regime, the Back End will send context data, i.e. a description of the toll regime in terms of charged objects, charging rules and, if required, the tariff scheme to the Front End, and will receive usage data from the Front End.

It has to be noted also that the distribution of tasks and responsibilities between Service Provider and Toll Charger will vary individually. Depending on local legal situation, Toll Chargers will require “thinner” or “thicker” data, and might or might not leave certain data processing tasks to Service Providers. Hence, the data definitions in ISO/TS 17575 may be useful on several interfaces.

ISO/TS 17575 also provides for basic media-independent communication services that may be used for communication between Front End and Back End, which might be line-based or an air-link, and can also be used for the air-link between OBE and central communication server.

The parts of ISO/TS 17575

Part 1: Charging, defines the attributes for the transfer of usage data from the Front End to the Back End. The required attributes will differ from one Toll Charger to another, hence, attributes for all requirements are offered, ranging from attributes for raw localization data, for map-matched geographic objects and for completely priced toll transactions.

Part 2: Communication and connection to lower layers, defines basic communication services for data transfer over the OBE air-link or between Front End and Back End.

Part 3: Context Data, defines the data to be used for a description of individual charging systems in terms of charged geographical objects and charging and reporting rules. For every Toll Charger's system, attributes as defined in Part 3 are used to transfer data to the Front End in order to instruct it which data to collect and report.

Part 4: Roaming, defines the functional details and data elements required to operate more than one EFC regime in parallel. The domains of these EFC regimes may or may not overlap. The charge rules of different overlapping EFC regimes can be linked, i.e. they may include rules that an area pricing scheme will not be charged if an overlapping toll road is used and already paid for.

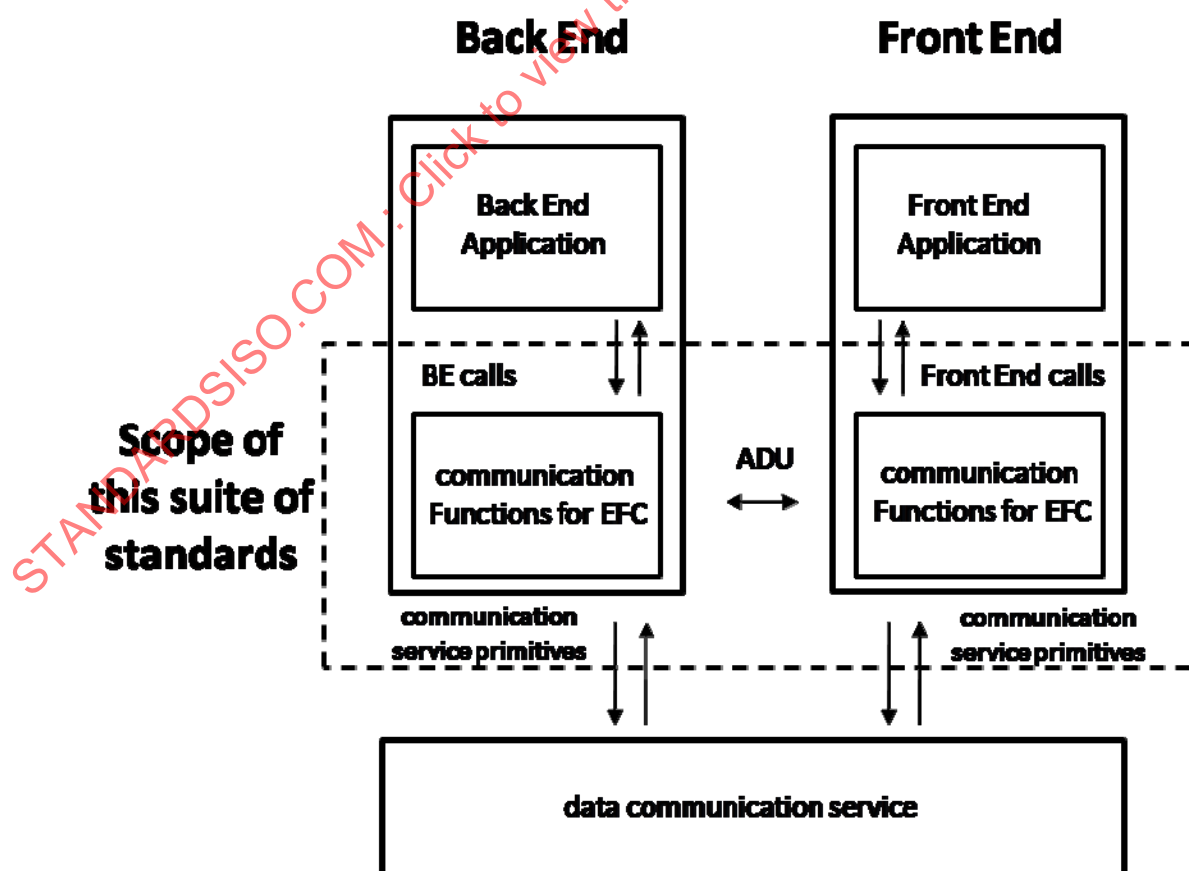


Figure 3 — Scope of ISO/TS 17575

In ISO/TS 17575, context data is the description of the properties of a single instance of an EFC context. This single instance of an EFC context operates according to one of the basic tolling principles such as

- road sectioned tolling,
- area pricing according to travelled distance,
- area pricing according to the time,
- cordon pricing.

EFC context data comprise a set of rules for charging, including the description of the charged network, the charging principles, the liable vehicles and a definition of the required contents of the charge report. This set of rules is defined individually for each EFC context according to local needs.

This part of ISO/TS 17575 contains the definitions of the above listed type of data.

Only a Front End configured with the context data necessary for the respective EFC context is able to be used for charging processes.

The following data definitions are in this part of ISO/TS 17575:

- data providing toll context overview information;
- data providing tariff information (this includes definitions of required tariff determinants like vehicle parameters, time classes and others);
- data providing context layout information;
- data providing reporting rules information.

In case one EFC domain cannot be described with a single set of context data, several of these context data are used. ISO/TS 17575-4 defines the parallel operation of more than one EFC context and how to handle interdependencies.

Applicatory needs covered by ISO/TS 17575

- The parts of ISO/TS 17575 are compliant with the architecture defined in ISO 17573.
- The parts of ISO/TS 17575 support charges for use of road sections (including bridges, tunnels, passes, etc.), passage of cordons (entry/exit), and use of infrastructure within an area (distance, time).
- The parts of ISO/TS 17575 support fee collection based on units of distance or duration, and based on occurrence of events.
- The parts of ISO/TS 17575 support modulation of fees by vehicle category, road category, time of usage, and contract type (e.g. exempt vehicles, special tariff vehicles, etc.)
- The parts of ISO/TS 17575 support limiting of fees by a defined maximum per period of usage.
- The parts of ISO/TS 17575 support fees with different legal status (e.g. public tax, private toll).
- The parts of ISO/TS 17575 support differing requirements of different Toll Chargers, especially in terms of
 - geographic domain and context descriptions,
 - contents and frequency of charge reports,

- feedback to the driver (e.g. green or red light), and
- provision of additional detailed data on request, e.g. for settling of disputes.
- The parts of ISO/TS 17575 support overlapping geographic toll domains.
- The parts of ISO/TS 17575 support adaptations to changes in
 - tolled infrastructure,
 - tariffs, and
 - participating regimes.
- The parts of ISO/TS 17575 support the provision of trust guarantees by the Service Provider to the Toll Charger for the data originated from the Front End.

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Electronic fee collection — Application interface definition for autonomous systems —

Part 3: Context data

1 Scope

This part of ISO/TS 17575 defines the content, semantic and format of the data exchange between a Front End (OBE plus optional proxy) and the corresponding Back End in autonomous toll systems. This part of ISO/TS 17575 comprises the definition of the data elements used to specify and describe the toll context details. Context data are transmitted from the Back End to the Front End.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 612, *Road vehicles — Dimensions of motor vehicles and towed vehicles — Terms and definitions*

ISO 1176, *Road vehicles — Masses — Vocabulary and codes*

ISO 4217, *Codes for the representation of currencies and funds*

ISO/IEC 8824-1, *Information technology — Abstract Syntax Notation One (ASN.1): Specification of basic notation*

ISO/IEC 8825-2, *Information technology — ASN.1 encoding rules: Specification of Packed Encoding Rule (PER)*

ISO/TS 12813:2009, *Electronic fee collection — Compliance check communication for autonomous systems*

ISO 14906:2011, *Road transport and traffic telematics — Electronic fee collection — Application interface definition for dedicated short-range communication*

ISO 17573, *Electronic Fee Collection — Systems architecture for vehicle related transport services*

ISO/TS 17575-1:2010, *Electronic fee collection — Application interface definition for autonomous systems — Part 1: Charging*

ISO/TS 17575-2:2010, *Electronic fee collection — Application interface definition for autonomous systems — Part 2: Communication and connections to the lower layers*

EN 15509, *Road transport and traffic telematics — Electronic fee collection — Interoperability application profile for DSRC*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 17573 and the following apply.

3.1

area pricing

charging process based on road usage occurring within a given area

3.2

attribute

application information formed by one or by a sequence of data elements, used for implementation of a transaction

NOTE Adapted from ISO 14906:2011.

3.3

authenticator

data appended to, or a cryptographic transformation of, a data unit that allows a recipient of the data unit to prove the source and/or the integrity of the data unit and protect against forgery

[ISO 14906:2011, definition 3.4]

3.4

Back End

generic name for the computing and communication facilities of the Service Provider and/or the Toll Charger

3.5

charge report

data structure transmitted from the Front End to the Back End to report road usage data and supplementary related information

3.6

charge object

any object that is part of the toll context description that may be charged for its use under certain conditions

3.7

contract

expression of an agreement between two or more parties concerning the use of the road infrastructure

[ISO 14906:2011, definition 3.7]

3.8

cordon

border line of an area

3.9

cordon pricing

charging process based on registering passages of a cordon

3.10

currencies minor unit

the minor unit of a currency (e.g. cent, pence or öre)

3.11

data element

datum, which might itself consist of lower level data elements

3.12

data integrity

property that data has not been altered or destroyed in an unauthorized manner

[ISO 7498-2:1989, definition 3.3.21]

3.13**data set**

logical set of data elements selected by semantic relation

NOTE Data set is used only for better understanding and is fully independent from implementation solutions.

3.14**Front End**

part(s) of the toll system where road usage data for an individual road user are collected, processed and delivered to the Back End

NOTE The Front End comprises the on-board equipment and an optional proxy.

3.15**interval scale parameters**

scale of measurement of data, according to which the differences between values can be quantified in absolute but not relative terms and for which any zero is merely arbitrary

NOTE Interval scaled parameters are applicable in mathematical equations using the operators plus or minus. Interval scales having a zero offset are equal to ratio scales.

EXAMPLE The temperature scale in Celsius is an interval scale, in Kelvin it's a ratio scale.

3.16**layout**

technical description of the location of a tolled object including, if applicable, auxiliary data for determining the vehicle's position relative to the tolled object

3.17**nominal scale parameters**

discrete classification of data, in which data are neither measured nor ordered but subjects are merely allocated to distinct categories

NOTE Nominal scaled parameters are applicable in Boolean equations using the operators equal or not equal.

EXAMPLE A nominal scale parameter for vehicles could consist of cars, trucks, vans and motorcycles.

3.18**on-board equipment****OBE**

equipment fitted within or on the outside of a vehicle and used for toll purposes

NOTE The OBE does not need to include payment means.

[ISO 14906:2011, definition 3.13]

3.19**ordinal scale parameters**

scale on which data is shown simply in order of magnitude since there is no standard of measurement of differences

NOTE Ordinal scaled parameters are applicable in Boolean equations using the operators greater, greater or equal, less or less or equal.

3.20**proxy**

optional component of the Front End that communicates with on-board equipment and processes road usage data into a format compliant with this part of ISO/TS 17575 and delivers the data to the Back End

3.21

ratio scale

scale of measurement of data, having a fixed zero value, which permits the comparison of differences of values

NOTE Ratio scaled parameters are applicable in mathematical equations using the operators multiplication and division.

3.22

road

any stretch of land which can be navigated by a vehicle

3.23

road usage

travelling on a road with a vehicle

3.24

road section tolling

processes for EFC based on charges for individual road sections

3.25

toll

charge, tax, fee or duty in connection with using a vehicle within a toll domain

NOTE The definition is the generalization of the classic definition of a toll as a charge, a tax, or a duty for permission to pass a barrier or to proceed along a road, over a bridge, etc. The definition above also includes fees regarded as an (administrative) obligation, e.g. a tax or a duty.

3.26

tolled area

geographic area where a toll is applied for use of vehicles

3.27

tolled passage

location where a toll is applied for passing vehicles

3.28

tolled road

road where a toll is applied for vehicles

3.29

tolled road network

road network where a toll is applied for vehicles

3.30

tolled road section

road section where a toll is applied for vehicles

3.31

toll context

logical view of a toll scheme as defined by attributes and functions

NOTE Adapted from ISO/TS 12813:2009.

3.32

toll context data

set of data necessary to define a toll context

3.33**toll domain**

area or part of a road network where a toll regime is applied

[ISO 14906:2011, definition 3.21]

3.34**toll regime**

set of rules, including enforcement rules, governing the collection of toll in a toll domain

3.35**toll scheme**

organizational view of a toll regime, including the group of actors of one toll domain and their relationships

4 Abbreviated terms

For the purposes of this document, the following abbreviated terms apply.

ADU	Application data unit
ASN.1	Abstract Syntax Notation One (ISO/IEC 8824-1)
CCC	Compliance Check Communication, as defined by ISO/TS 12813:2009
CN	Cellular network
EFC	Electronic Fee Collection (ISO 14906:2011); here used equivalently to the term toll in ISO 17573
GNSS	Global Navigation Satellite Systems
HOT	High Occupancy Tolling
ID	Identifier
OBE	On Board Equipment
PICS	Protocol Implementation Conformance Statements
UTC	Coordinated Universal Time
VAT	Value added tax

5 General concept and overview

To enable a Front End to operate autonomously in a toll domain in the expected manner, a particular set of data elements containing application data has to be available to the Front End. These data elements shall contain a description of the rules which apply in a toll domain. This includes information regarding tariffs, vehicle classes, description of the charge objects and others.

The data elements shall be made available to the Front End using the communication services described in ISO/TS 17575-2.

For the purpose of data transfer an application data unit (ADU) is defined which comprises a header (mainly containing identification and data management information) and a data body (containing the application data elements itself).

The ADU header allows for identification of the data originator and the data sender. Furthermore it contains information about the EFC context to which the application data belong. Finally the ADU header carries a sequence number and an optional authenticator.

The data elements containing the EFC context description shall be dedicated to one single EFC context. To support the use of the Front End in multiple EFC contexts, the Front End may have the capability to manage multiple sets of data elements (one per EFC context) (see also Figure 4). Details regarding these “roaming” procedures and the normative requirements are defined in ISO/TS 17575-4.

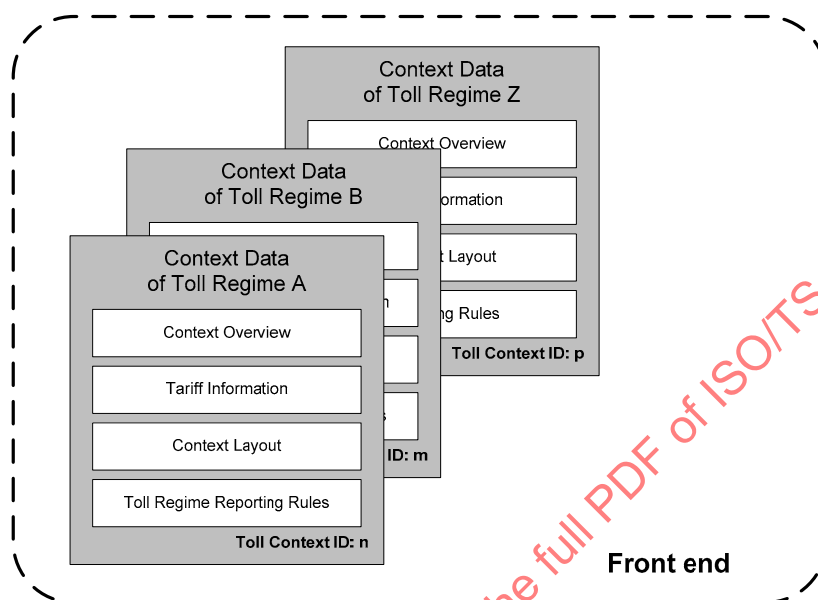


Figure 4 — Logical structure of toll context descriptions in a Front End

NOTE There may be a maximum number of toll regimes a Front End can manage. This number may depend on the memory size, the complexity of the toll regime and the envisaged use of the Front End. Front Ends may also be designed in a way to support the context description for one particular toll regime only. Other Front End designs may support context descriptions for more than one toll regime.

Context data are structured into logical data sets (refer to clause 8.2). Figure 5 gives an overview of these data sets and the type of information belonging to each data set.

Each data set comprises one or more EFC attributes. EFC attributes contain the application data. They are defined in clause 8.

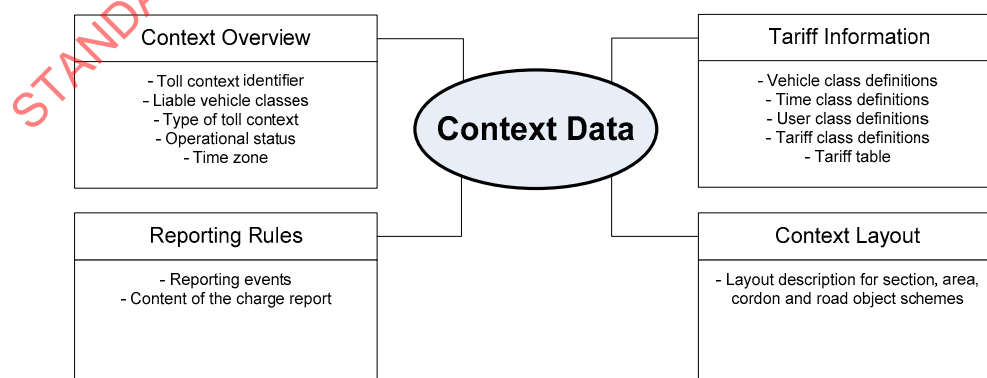


Figure 5 — Context data overview

The organization of the memory and the physical structure of the data within a Front End are outside the scope of this part of ISO/TS 17575.

6 Procedural requirements and encoding rules

6.1 Communication services

For the purpose of transmitting ADUs from the Back End to the Front End, the communication services defined in ISO/TS 17575-2 shall be used.

6.2 Version and validity handling

Each EFC attribute carries an optional data element containing version and validity information. The data type of this data element shall always be `VersionAndValidity`. This data type shall comprise two data elements:

- `version` and
- `validFrom`.

The data element `version` shall give the version number of the respective EFC attribute. The data type shall be `VersionId` defined in ISO/TS 17575-1. The version number shall always be used in an increasing order.

NOTE 1 This concept enables the Front End to autonomously detect missing versions of context data. This may be used to initiate an action to update the respective information.

The data element `validFrom` shall give the start date and time of the validity of the respective EFC attribute. The data type shall be `DateAndTime` as defined in ISO 14906.

The information regarding version and validity of EFC attributes enables the Front End to autonomously notice the existence of new updated context data in the Back End.

NOTE 2 Once the start date and time of a context data is reached, previous versions (having a version number lower than the current one) become obsolete. The Front End may decide - depending on local settings - to initiate an action to activate the valid context data and deactivate (and delete) the previous used version(s).

The given version and validity information are exclusively valid for the EFC attribute it belongs to.

NOTE 3 This concept allows the efficient use of different versions for different types of context data. E.g. the tariff table version may be managed independently from the one valid for context layout and reporting rules. This approach reduces the amount of data to be updated.

NOTE 4 The update process itself is outside the scope of this part of ISO/TS 17575.

6.3 Encoding rules

The data types and associated coding related to the data elements described in Clauses 7 and 8 are defined using the Abstract Syntax Notation One (ASN.1) technique according to ISO/IEC 8824-1 (Annex A).

The packed encoding rules according to ISO/IEC 8825-2 shall be applied.

Octet alignment shall be used.

The distinguished encoding rules shall not apply.

7 Application data units

7.1 Application data unit structure

For the purpose of data transfer and identification the information content shall be structured into application data units (ADU).

Each ADU shall consist of

- an ADU header and
- an ADU body.



Figure 6 — Structure of an ISO 17575-3 ADU

7.2 Application data unit header

The ADU header shall consist of the data fields (Figure 7)

- information sender identifier field,
- information originator identifier field,
- toll charger identifier field
- context identifier field
- ADU sequence number field
- ADU authenticator field (optional).

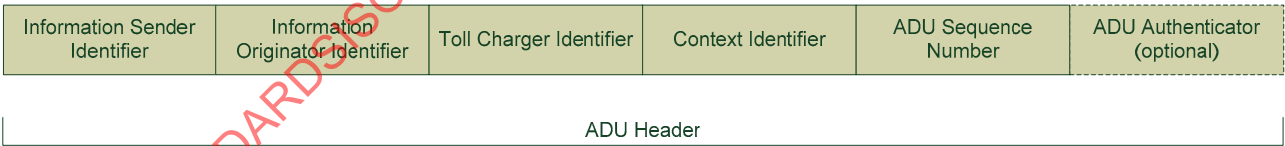


Figure 7 — Structure of the ADU header

The semantics for the data elements of the ADU header shall be according to Table 1. The data types are defined in Annex A.

Table 1 — Data elements of the ADU Header

Data element	Data type (informative)	Definition of semantic	Remarks
informationSender	Provider	Unique identifier of the entity which has sent the data provided in the ADU body	e.g. Transport Service Provider, Toll Charger or Service Provider
informationOriginator	Provider	Unique identifier of the entity which has created the data provided in the ADU body	e.g. Transport Service Provider, Toll Charger or Service Provider
tollCharger	Provider	Unique identifier of the entity which acts as toll charger of the toll regime	Consist of country code and unique number within country
contextId	ContextId	Unique identifier for the toll context the data in the ADU body are applicable to	Consist of country code and unique number within country
aduSequenceNumber	Int4	Sequence number of the respective ADU	Shall be used in increasing order. In case of overflow, the sequence number shall restart at 0.
aduAuthenticator	Bit String	Message Authenticator	Optional

7.3 Application data unit body

The ADU body shall contain one or more EFC attributes describing the EFC context. One ADU body shall contain EFC attributes belonging to one single EFC context only.

NOTE Very complex EFC contexts (e.g. containing different types of toll schemes like a cordon pricing and a section pricing) may be split into two EFC context descriptions. Interdependencies between these multiple layout descriptions are specified in ISO/TS 17575-4.

The EFC context is identified by information given in data element **contextId** in the ADU header.

EXAMPLE 1 The ADU body contains the tariff table for the Barcelona congestion charging scheme.

EXAMPLE 2 The ADU body contains the geographic description of the road network of the truck tolling schemes applicable on highways in Hungary.

EXAMPLE 3 The ADU body contains the reporting rules applicable in the nationwide all-road charging scheme in Denmark.

EFC attributes and sections descriptions are defined in chapter 8.

8 EFC Attributes

8.1 Rules with respect to support of context data

Context data available in the Front End shall contain all information required to ensure a minimum level of functionality to either participate in the services of this toll regime or to unambiguously identify the toll regime as not valid (for the specific user, vehicle, moment in time...).

Each attribute being part of the context data shall be allocated to one single EFC context.

8.2 Attributes and data sets

Each EFC context shall be described using one or more EFC attributes. EFC attributes shall contain all necessary information to enable proper functioning of the Front End in the respective EFC context.

To improve readability of this part of ISO/TS 17575 toll context description respectively attributes have been logically structured into data sets.

The following data sets are used:

- Regime Overview,
- Tariff Information,
- Context Layout,
- Reporting Rules.

NOTE Logical data sets are fully independent from the physical data structure in a Front End. The physical structure is implementation dependent and outside the scope of this part of ISO/TS 17575.

8.3 EFC attributes data catalogue

8.3.1 General

The following EFC attributes or a subset here of shall be available to the Front End (Table 2).

Table 2 — List of EFC attributes

EFC Attribute	Data set	Refer to
TollContextOverview	Context Overview	chapter 8.3.2
TariffTable	Tariff Information	chapter 8.3.3.2
TariffClassDefinition		chapter 8.3.3.3
LocalVehicleClassDefinition		chapter 8.3.3.4
TimeClassDefinition		chapter 8.3.3.5
UserClassDefinition		chapter 8.3.3.6
TollContextLayout	Context Layout	chapter 8.3.4
ChargeReportingEvents	Reporting Rules	chapter 8.3.5.1
ChargeReportConfiguration		chapter 8.3.5.2

In the following clauses, EFC attributes and data elements are specified in terms of:

- the names of the data elements forming the EFC attributes,
- the content and semantic definition of the EFC attributes and data elements,
- informative remarks, including references to other standards.

The specification of the corresponding data types in ASN.1 is provided in the normative Annex A.

8.3.2 Data set “Context Overview”

Toll context overview information shall be represented by one single EFC attribute **TollContextOverview**.

The attribute **TollContextOverview** shall contain information about toll context identification, type of the toll scheme (e.g. section based tolling, area pricing, cordon pricing), time zone information and information regarding the operational status of the toll context.

The main purpose of the EFC attribute **TollContextOverview** is to give the Front End a minimum amount of basic information regarding a toll scheme. Based on these overview data the Front End may or may not require more information.

EXAMPLE Based on the information in data element **tollContextBoundingBoxes** a Front End dedicated to a passenger car may notice that it is cruising in a toll domain. But due to the information in the data element **operationalStatus** it may realize that this toll regime is currently inactive. In this case the Front End may not require additional data (like context layout or tariff table) of this respective toll scheme.

Structure and data elements of the EFC attribute **TollContextOverview** are given in table below and defined in Annex A.

Table 3 — EFC attribute **TollContextOverview (informative)**

EFC Attribute	Data element	Data Type	Remark
TollContextOverview	tollCharger	TollCharger	
	tollContext	ContextId	
	tollSchemeName	UTF8String	optional
	tollSchemeType	TollSchemeType	
	operationalStatus	OperationalStatus	
	timeZone	INTEGER (-720..720)	
	tollContextBoundingBoxes	SEQUENCE OF SphericalBox	optional
	TollContextOverviewVersion	VersionAndValidity	
	TollContextOverviewAuthenticator	MessageAuthenticator	optional

The data element **tollCharger** shall identify the toll charger which operates the toll scheme for which the context description is valid. The data type shall be **TollCharger** defined in ISO/TS 17575-1:2010.

The data element **tollContext** shall identify the toll context for which the context description is valid. The data type shall be **ContextId**, defined in ISO/TS 17575-1:2010.

The data element **tollSchemeName** shall contain a designation for the toll scheme. The data element shall be optional. The data type shall be UTF8String.

NOTE This data element may be used to display a well known “brand name” of the toll scheme in the OBE (e.g. “LKW Maut”, “Go Maut” or “TIS-PL”).

The data element **tollSchemeType** shall contain information regarding the type of the toll scheme (road section pricing, distance based area pricing, time based area pricing, cordon pricing).

The data element **operationalStatus** shall contain information regarding the period of operation of the toll scheme. This information shall be given by defining date and time when the toll regime starts or has started operation (in data element **startsOperationAt**) and optionally by defining date and time when the toll regime will stop operation (in data element **stopsOperationAt**). Both data elements **startsOperationAt** and **stopsOperationAt** shall be of data type **DateAndTime** defined in ISO 14906:2011.

The data element **timeZone** shall give the time zone applicable for the toll scheme in relation to UTC. The data type is **INTEGER(-720..720)**. The value shall be given in minutes in relation to UTC (-720 ... +720 minutes). In case one single toll domain is located on more than one time zone, this toll domain shall be split into two separate toll contexts and have two context descriptions.

All absolute time information used in EFC attributes and data elements defined in this part of ISO/TS 17575 (especially in the time class definitions) shall be given in local real time. In case daylight-saving time applies the Front End shall be capable of re-calculating time information according to the applicable legal rules.

The data element **tollContextBoundingBoxes** shall contain a list of spherical rectangles which enclose the geographic area of the toll context. Each list entry shall be of data type **SphericalBox**. The data type **SphericalBox** shall contain the description of a spherical rectangle by defining the edges of the rectangle in latitude and longitude. The data element **SphericalBox** shall contain the data elements **southernLatitude**, **northernLatitude**, **westernLongitude** and **easternLongitude**. The data elements in the data type **SphericalBox** shall be used as follows:

- data element **southernLatitude** shall contain the lower (southernmost) latitude value (data type **Latitude**),
- data element **northernLatitude** shall contain the larger (northernmost) latitude value (data type **Latitude**),
- data element **westernLongitude** shall contain the lower (westernmost) longitude value (data type **Longitude**) and
- data element **easternLongitude** shall contain the larger (easternmost) longitude value (data type **Longitude**).

The data element **TollContextOverviewVersion** shall contain version and validity information for the EFC attribute **TollContextOverview**. The data type shall be **VersionAndValidity**. For details refer to clause 6.2.

The data element **TollContextOverviewAuthenticator** shall contain a message authenticator valid for the EFC attribute **TollContextOverview**. The data type shall be **MessageAuthenticator** defined in ISO/TS 17575-1:2010. The data element **TollContextOverviewAuthenticator** shall be optional.

8.3.3 Data group “Tariff Information”

8.3.3.1 Concept and overview

The EFC attributes in the data set Tariff Information shall contain all necessary information regarding

- tariff table
- tariff classes and
- locally applicable definitions for vehicle classes, time classes and user classes.

All these information is toll regime specific.

The data set shall comprise the EFC attributes

- **TariffTable**
- **TariffClassDefinition**
- **LocalVehicleClassDefinition**
- **TimeClassDefinition**
- **UserClassDefinition**

The following clauses give the descriptions and definitions for these EFC attributes.

The fee calculation algorithm is specified in clause 8.3.3.7.

8.3.3.2 Tariff table

Each EFC context description contains exactly one tariff table. The tariff table comprises the following information:

- For each tariff class:
 - a unique tariff class identifier,
 - a basic fee per charge unit,
 - the VAT amount per charge unit,
 - an interval scale parameter (optional),
 - an offset fee (optional)
 - a minimum fee (optional),
 - a threshold fee (optional) and
 - a maximum fee (optional)
- the applicable rounding rule (optional)
- version and validity information
- authenticator (optional).

The tariff table provides all tariff data to the Front End which are required to calculate the Fee which has to be paid by a user under given and defined conditions (vehicle class, time class, ...).

8.3.3.2.1 EFC attribute TariffTable

The tariff table shall be presented in the EFC attribute **TariffTable**.

Structure and data elements of the EFC attribute **TariffTable** are given in Table 4 and defined in Annex A.

Table 4 — EFC attribute `TariffTable` (informative)

EFC Attribute	Data element	Data Type	Remark
TariffTable	<code>tariffs</code>	SEQUENCE OF <code>Tariff</code>	
	<code>roundingRule</code>	<code>RoundingRule</code>	optional
	<code>tariffTableVersion</code>	<code>VersionAndValidity</code>	
	<code>tariffTableAuthenticator</code>	<code>MessageAuthenticator</code>	optional

The data element `tariffs` shall contain a list of tariff related data for each tariff class. Each of the list entries shall be of data type `Tariff`. This data type is described in clause 8.3.3.2.2.

The optional data element `roundingRule` shall contain information regarding rounding of fees. The data type shall be `RoundingRule` which is an **ENUMERATED**. The following values are defined:

- `no` (0) - no rounding is applied,
- `up` (1) - always rounding up to the next larger value of the currencies minor unit,
- `down` (2) - always rounding down to the next lower value of the currencies minor unit,
- `accounting` (3) - always rounding according to methods used in accounting (e.g. defined in DIN 1333).

The data element `tariffTableVersion` shall contain version and validity information for the EFC attribute `TariffTable`. The data type shall be `VersionAndValidity`. For details refer to clause 6.2.

The data element `tariffTableAuthenticator` shall contain a message authenticator valid for the EFC attribute `TariffTableDefinition`. The data type shall be `MessageAuthenticator` defined in ISO/TS 17575-1. The data element `tariffTableAuthenticator` shall be optional.

8.3.3.2.2 Data type `Tariff`

The data type `Tariff` shall provide the following information per tariff class:

- a tariff class identifier (to unambiguously identify a tariff class within the toll context description),
- the charge unit (e.g. 100 m)
- monetary unit (e.g. EUR)
- basic fee per charge unit (e.g. 0,03 EUR/km),
- optional VAT amount (also given per charge unit),
- optional interval scale parameter,
- optional offset fee,
- optional minimum fee,
- optional threshold fee and
- optional maximum fee.

Structure and data elements of the data type **Tariff** are given in Table 5 and defined in Annex A.

Table 5 — Data type **Tariff (informative)**

Data type	Data element	Data type	Remark
Tariff	tariffClass	TariffClassId	
	chargeUnit	ChargeUnit	
	currency	Currency	
	basicFeePerChargeUnit	Real	
	vat	Int3	optional
	intervalScaleParameter	IntervalScaleParameter	optional
	offsetFee	Int3	optional
	minFee	Int3	optional
	thresholdFee	Int3	optional
	maxFee	Int3	optional

The data element **tariffClass** shall identify the tariff class. The data type shall be **TariffClassId**. This data type is defined as **Int1**. The applicable tariff class is defined in attribute **TariffClassDefinition**, which is defined in clause 8.3.3.3.

Data element **chargeUnit** shall contain the charge unit valid for the toll regime. It contains the smallest interval of time period, distance or number of events which is of relevance for the fee calculation. A charge unit shall have one of the following natures

- a distance (e.g. 100 m or 1 km) or
- a time period (e.g. 10 min, one hour or 7 hours) or
- a number of event occurred (e.g. one passage).

The use of charge units depend on the type of the charging scheme. The following combinations of charge unit type and toll regime type shall be possible:

- distance (e.g. meter, km) shall only be used in section or area pricing schemes,
- time (e.g. seconds, minutes, hours) shall only be used in area pricing schemes,
- event (number of passages) shall only be used in cordon or section pricing schemes

EXAMPLE 1 A section pricing scheme may use as charge unit 1 km, as the fee depends on the length of the used sections. In this example the fee increases every 1 km.

EXAMPLE 2 An area pricing scheme may use as charge unit 1 hour, as the fee depends on the duration of stay in the defined area. In this example the fee increases every hour.

EXAMPLE 3 A cordon pricing scheme may use as a charge unit 1 event, as the fee depends on the number of passages of the cordon. In this example the fee increases with every single event.

NOTE 1 In time based pricing schemes the charge unit may also be used to define the smallest possible time periods to be used in the fee calculation.

EXAMPLE 4 A time based pricing scheme with a charge unit value of 7 hours may be defined. In case the basic fee is defined by 5 GBP a stay in the charging area of less than seven hours would in any case result in a Fee of 5 GBP.

The data element **chargeUnit** shall be of data type **ChargeUnit** which is a **CHOICE** type and has the type **distance**, **time** or **event**. The data type of the data element **distance** shall be **Distance** defined in ISO/TS 17575-1. The data type of data element **time** shall be **Duration** which is defined in ISO/TS 17575-1. The data type of the data element **event** shall be **Int1**.

The data element **currency** shall identify the monetary unit applicable for this toll context and used in conjunction with the data elements **basicFeePerChargeUnit**, **vat**, **offsetFee**, **minFee**, and **thresholdFee** and **maxFee**. The data type shall be **Currency**.

The data element **basicFeePerChargeUnit** shall contain the basic fee per charge unit. The data type shall be **REAL**. The value shall be given in major units of the defined currency. The data element **basicFeePerChargeUnit** shall be given excluding VAT.

EXAMPLE 5 A **basicFeePerChargeUnit** value of 0,0175 and **currency** value of "EUR" specifies 0,0175 EUR = 1,75 Cent.

The optional data element **vat** shall contain the VAT per charge unit. The data type shall be **Int3**. The value shall be given in 0,01 %.

The optional data element **intervalScaleParameter** shall contain a list of additional parameters to adapt the basic fee depending on the parameters maximum laden weight of a vehicle and the length of the vehicle. These parameters shall contain offset values (data element **zeroOffset**), resolution data (data element **resolution**) and maximum values (data element **max**).

NOTE 2 Maximum laden weight of vehicles as interval scale parameters are currently in use in the Swiss LSVA toll scheme. The maximum length of a vehicle may be useful e.g. for payment for use of ferries.

The optional data element **offsetFee** shall be use to specify an offset value which should be added to the calculated fee (refer also to chapter 8.3.3.7). The data type shall be **Int3**. The value shall be given in 1/100 of the minor unit of the defined currency.

The optional data element **minFee** shall be use to specify a minimum fee. This minimum fee may be lower than the fee which would apply according to the real usage of the charged network. The data type shall be **Int3**. The value shall be given in 1/100 of the minor unit of the defined currency.

EXAMPLE 6 A minimum fee of e.g. 1,00 EUR may apply in cases where only a short section of an section pricing scheme has been used by a vehicle would lead to a fee of only 0,10 EUR (e.g. 1 km x 0,10 EUR/km = 0,10 EUR).

The optional data element **thresholdFee** shall be used to specify a threshold fee. In case the fee which results from the real usage of the charged network is lower than the threshold value no fee shall apply. The data type shall be **Int3**. The value shall be given in 1/100 of the minor unit of the defined currency.

EXAMPLE 7 A vehicle uses a time based area pricing scheme for 10 minutes. The fee valid for the applicable tariff class is specified by 0,02 EUR per minute. The threshold fee is specified by 0,30 EUR. As the calculated fee does not reach the threshold value the resulting fee is 0,00 EUR.

The optional data element **maxFee** shall contain a maximum value for the fee valid for the particular tariff class. The data type shall be **MaxFee**.

The data type **MaxFee** allows the specification of different maximum fee values

- per day,
- per week,
- per month or
- per year.

The value shall be given in minor units of the defined currency.

NOTE 3 This parameters may be used e.g. in cordon pricing schemes to cap the maximum fee due per day in case of multiple passages of the cordon border.

EXAMPLE 8 A **maxFee** value of 11650 and **currency** value of “EUR” specifies 116,50 EUR maximum fee.

8.3.3.3 Tariff class definition

Tariff classes are always considered to be toll regime specific. Tariff classes depend on one or more of the following determinants

- vehicle class
- time class
- location class
- user class.

The four tariff determinants can be defined and used completely independent from each other (orthogonal).

Each valid combination of the tariff determinants vehicle class, time class, location class and user class shall lead to one tariff class (Figure 8).

NOTE A “combination” means a logical AND of the four tariff determinants.

Different combinations of the tariff determinants may lead to the same tariff class.

EXAMPLE Both combinations {t1; v4; u34; l21} and {t4; v4;u34; l23} may lead to tariff class 345.

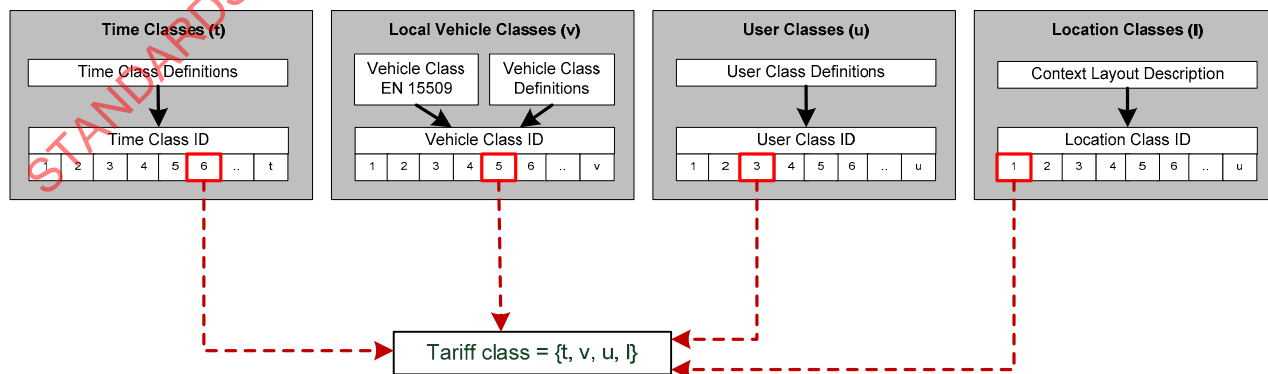


Figure 8 — Principle of creation of tariff classes

There shall be only one applicable tariff class for a user with one single contract for one single vehicle (with a given and fixed characteristic) as long as the vehicle uses one single charge object (with one single location class) at a specific point in time.

8.3.3.3.1 EFC attribute **TariffClassDefinition**

Tariff classes shall be defined in the EFC attribute **TariffClassDefinition**.

Structure and data elements of the EFC attribute **TariffClassDefinition** are given in Table 6 and defined in Annex A.

Table 6 — EFC attribute **TariffClassDefinition (informative)**

EFC Attribute	Data element	Data Type	Remark
TariffClassDefinition	tariffClasses	SEQUENCE OF TariffClass	
	tariffClassDefinitionVersion	VersionAndValidity	
	tariffClassDefinitionAuthenticator	MessageAuthenticator	optional

The data element **tariffClasses** shall contain a list of data types **TariffClass**. This data type is described in clause 8.3.3.3.2.

The data element **tariffClassDefinitionVersion** shall contain version and validity information for the EFC attribute **TariffClassDefinition**. The data type shall be **VersionAndValidity**. For details refer to clause 6.2.

The data element **tariffClassDefinitionAuthenticator** shall contain a message authenticator valid for the EFC attribute **TariffClassDefinition**. The data type shall be **MessageAuthenticator** defined in ISO/TS 17575-1. The data element **tariffClassDefinitionAuthenticator** shall be optional.

8.3.3.3.2 Data type **TariffClass**

The data type **TariffClass** shall contain all valid combinations of the tariff determinants local vehicle class, time class, location class and user class for a tariff class.

Structure and data elements of the data type **TariffClass** are given in Table 7 and defined in Annex A.

Table 7 — Data type **TariffClass (informative)**

Data type	Data element	Data type	Remark
TariffClass	tariffClassId	TariffClassId	
	localVehicleClasses	SEQUENCE OF LocalVehicleClassId	optional
	timeClasses	SEQUENCE OF TimeClassId	optional
	locationClasses	SEQUENCE OF LocationClassId	optional
	userClasses	SEQUENCE OF UserClassId	optional

Each tariff class shall have a unique identifier (data element `tariffClassId` of data type `TariffClassId`).

The data element `localVehicleClasses` shall contain one or more locally defined vehicle classes. The data type shall be `LocalVehicleClassId`. Vehicle classes shall be defined in EFC attribute `LocalVehicleClassDefinition` (refer to clause 8.3.3.4).

The data element `timeClasses` shall contain one or more time classes. The data type shall be `TimeClassId`. Time classes shall be defined in EFC attribute `TimeClassDefinition` (refer to clause 8.3.3.5).

The data element `locationClasses` shall contain one or more location classes. The data type shall be `LocationClassId`. Location class information shall be part of the context layout description (refer to clause 8.3.4).

The data element `userClasses` shall contain one or more user classes. The data type shall be `UserClassId`. User classes shall be defined in EFC attribute `UserClassDefinition` (refer to chapter 8.3.3.6).

EXAMPLE 1 Tariff Class 56 may be defined as the combination of Local Vehicle Class 23 and User Class 2.

EXAMPLE 2 Tariff Class 106 may be defined as the combination of Local Vehicle Classes 23, 78 and 98 Time Classes 32 and 206.

EXAMPLE 3 Tariff Class 87 may be defined as the User Class 1.

EXAMPLE 4 Tariff Class 202 may be defined as the combination of Local Vehicle Classes 156, 223 and 224 and Time Class 45 and Location Classes 2 and 5 and User Class 2.

8.3.3.4 EFC attribute `LocalVehicleClassDefinition`

The attribute `LocalVehicleClassDefinition` shall contain all necessary data to define vehicles classes which locally apply in the respective toll regime.

Structure and data elements of the EFC attribute are given in Table 8 and defined in Annex A.

Table 8 — EFC attribute `LocalVehicleClassDefinition` (informative)

EFC Attribute	Data element	Data type	Remark
LocalVehicleClassDefinition	<code>localVehicleClasses</code>	SEQUENCE OF <code>LocalVehicleClass</code>	
	<code>localVehicleClassDefinitionVersion</code>	<code>VersionAndValidity</code>	
	<code>localVehicleClassDefinitionAuthenticator</code>	<code>MessageAuthenticator</code>	optional

The data element `localVehicleClasses` shall contain a list of data types `LocalVehicleClass`. This data type is described in clause 8.3.3.4.1.

The data element `localVehicleClassDefinitionVersion` shall contain version and validity information for the EFC attribute `LocalVehicleClassDefinition`. The data type shall be `VersionAndValidity`. For details refer to clause 6.2.

The data element `localVehicleClassDefinitionAuthenticator` shall contain a message authenticator valid for the EFC attribute `LocalVehicleClassDefinition`. The data type shall be `MessageAuthenticator` defined in ISO/TS 17575-1. The data element `localVehicleClassDefinitionAuthenticator` shall be optional.

8.3.3.4.1 Data type LocalVehicleClass

The data type **LocalVehicleClass** contains the definition for one vehicle class. Structure and data elements of the data type **LocalVehicleClass** are given in Table 9 and defined in Annex A.

Table 9 — Data type LocalVehicleClass (informative)

Data Type	Data element	Data Type	Remark
LocalVehicleClass	localVehicleClassId	LocalVehicleClassId	
	nominalElements	NominalVehicleParameters	
	ordinalElements	OrdinalVehicleParameters	optional
	priorityLevel	Int1	optional

Each local vehicle class shall have an unique identifier (**localVehicleClassId**) of the data type **LocalVehicleClassId**.

EXAMPLE 1 Vehicle class 21 may be defined as all trucks between 3,5 and 12 t and having 3 axles.

EXAMPLE 2 Vehicle class 107 may be defined as passenger cars having 3 or 4 axles and euro classes better than 5.

EXAMPLE 3 To exempt vehicles with very low emissions from charges e.g. in a city charging scheme, these vehicles may be grouped into one vehicle class (e.g. 67) which is defined by all vehicles with euro class 6.

In the context of tariffs vehicle specific parameters may have different nature. Vehicle specific parameters may be used as

- nominal scale parameter or
- ordinal scale parameter

The data elements **nominalElements** and **ordinalElements** (optional) shall contain the description of vehicle parameters for each local vehicle class.

Each locally defined vehicle class may depend on one or more vehicle specific parameters. Vehicle specific parameters are already defined as attributes in ISO 14906 for the purposes of EFC.

NOTE 1 This part of ISO/TS 17575 uses existing data elements (defined in ISO 14906) wherever useful.

NOTE 2 Depending on the toll regime some of the vehicle parameters may be used in a different manner, e.g. as ordinal scale parameter in one toll regime and as nominal scale parameter in a second toll regime.

The data element **nominalElements** shall have the data type **NominalVehicleParameters**. This data type is described in clause 8.3.3.4.2.

The data element **ordinalElements** shall have the data type **OrdinalVehicleParameters**. This data type is described in clause 8.3.3.4.3.

Each vehicle class may contain priority information (**priorityValue**) of data type **Int1**. This data element shall be used to determine which vehicle class is valid in case more than one vehicle class is applicable (e.g. due to overlapping class definitions). A value of 0 shall be used for the lowest priority level, a value of 255 shall be used for the highest priority level.

EXAMPLE 4 Vehicle class 45 is defined as all trucks having an overall length of 6,50 m to 12,50 m. Priority level for this class is set to 8. Vehicle class 46 is defined as all trucks having an overall length of 8,00 m to 15,00 m. Priority level for this class is set to 5. In case a vehicle would fall into both classes as it has a length of 10,65 m it has to be grouped into vehicle class 45 as the priority level of class 45 is higher.

In case vehicle classes overlap (one single vehicle falling into more than one vehicle class) the priority value shall be present. In this case the priority values of (partly) overlapping vehicle classes shall have different values.

8.3.3.4.2 Data type NominalVehicleParameters

The data type **NominalElements** shall contain a list of all applicable values of one or more of the following predefined data types

- **VehicleClass** (defined in EN 15509),
- **VehicleAxles** (defined in ISO 14906),
- **EuroValue** (defined in ISO 14906).

EXAMPLE Vehicle class 31 may be defined as all vehicles having a combination of a **VehicleClass** content "Trucks above 12t", a **VehicleAxles** content of "2 Axles" a **VehicleAxles** content of "3 axles" and a **EuroClass** content of "Euro3".

Data content, semantics and format of the data types **VehicleClass**, **VehicleAxles** and **EuroValue** shall be according to their definition in EN 15509 and ISO 14906, respectively.

8.3.3.4.3 Data type OrdinalVehicleParameters

The optional data type **OrdinalVehicleParameters** shall contain a list of the applicable value ranges of none, one or more of the following predefined optional data types

- **VehicleLenghtOverall** (defined in ISO 14906),
- **VehicleHeightOverall** (defined in ISO 14906),
- **VehicleWidthOverall** (defined in ISO 14906),
- **VehicleFirstAxlesHeight** (defined in ISO 14906),
- **VehicleAxlesNumber** (defined in ISO 14906),
- **VehicleMaxLadenWeight** (defined in ISO 14906),
- **VehicleTrainMaximumWeight** (defined in ISO 14906),
- **VehicleWeightUnladen** (defined in ISO 14906),
- **VehicleWeightLaden** (defined in ISO 14906),
- **EuroValue** (defined in ISO 14906),
- **CopValue** (defined in ISO 14906)
- **VehicleClass** (defined in EN 15509)
- **CO2EmissionValue**

Data content, semantics and format (including resolution if applicable) of the data types above shall be according to their definition in ISO 14906 (respectively in EN 15509 for **vehicleClass**).

The data element **lowerLimit** shall contain the lower limit of the respective parameter range. The value of the lower limit shall be included in the range.

The data element **upperLimit** shall contain the upper limit of the respective parameter range. The value of the upper limit shall not be included in the range.

EXAMPLE 1 A range which is defined with **lowerRange** = 3,5 t and **upperRange** = 12 t includes vehicles having 7,5 t in the respective vehicle class.

EXAMPLE 2 A range which is defined with **lowerRange** = 3,5 t and **upperRange** = 12 t includes vehicles having exactly 3,5 t in the respective vehicle class. It excludes vehicles having exactly 12 t from the respective vehicle class.

8.3.3.5 EFC attribute **TimeClassDefinition**

The attribute **TimeClassDefinition** shall contain necessary definitions for all time classes which apply in the respective toll regime.

Structure and data elements of the EFC attribute are given in Table 10 and defined in Annex A.

Table 10 — EFC attribute **TimeClassDefinition (informative)**

EFC Attribute	Data element	Data Type	Remark
TimeClassDefinition	timeClasses	SEQUENCE OF TimeClass	
	timeClassDefinitionVersion	VersionAndValidity	
	timeClassDefinitionAuthenticator	MessageAuthenticator	optional

The data element **timeClasses** shall contain a list of data types **TimeClass**. This data type is described in clause 8.3.3.5.1.

The data element **timeClassDefinitionVersion** shall contain version and validity information for the EFC attribute **TimeClassDefinition**. The data type shall be **VersionAndValidity**. For details refer to clause 6.2.

The data element **timeClassDefinitionAuthenticator** shall contain a message authenticator valid for the EFC attribute **TimeClassDefinition**. The data type shall be **MessageAuthenticator** defined in ISO/TS 17575-1. The data element **timeClassDefinitionAuthenticator** shall be optional.

8.3.3.5.1 Data type **TimeClass**

The data type **TimeClass** contains the definitions for one time class. Structure and data elements of the data type **TimeClass** are given in Table 11 and defined in Annex A.

Table 11 — Data type `TimeClass` (informative)

Data type	Data element	Data type	Remark
TimeClass	<code>timeClassId</code>	<code>TimeClassId</code>	
	<code>nominalElements</code>	<code>NominalTimeParameters</code>	optional
	<code>ordinalElements</code>	<code>OrdinalTimeParameters</code>	optional
	<code>priorityValue</code>	<code>Int1</code>	optional

Each time class shall have an identifier (`timeClassId`) of the data type `TimeClassId`.

The data elements `nominalElements` and `ordinalElements` shall contain the definitions for each time class.

All absolute time information in these data elements shall be given in local real time.

Time class definitions shall base on

- nominal scale parameter or
- ordinal scale parameter

Nominal scale parameters shall be defined in data element `nominalElements`. The data type is `NominalTimeParameters`. Nominal scale parameters shall be defined in one or more of the following data elements

- `weekdays`
- `dates`
- `externalSetClasses`

The data element `weekdays` shall be used to define one or more days of the week (e.g. Monday and Friday). Data type is `Weekday` which is of data type `ENUMERATED`.

EXAMPLE 1 All odd weekdays of the year may be coded using the nominal time parameters. This means that in data type `NominalTimeParameters` the element `weekdays` shall be present and contain the content (1), (3), (5), (7). The optional data elements `dates` and `classesSetExternally` are not present

The data element `dates` shall be used to identify one or more particular dates (e.g. 25.12.2017). Data type is `DateCompact` defined in ISO 14906.

The optional data element `classesSetExternally` shall be used to set any predefined time class by external input sources independently from the effective time class.

NOTE This function may be used to overrule the time class (and tariff) which would apply based on other time class determinants and the local time. This function may be used in case of a fully dynamic congestion pricing scheme. In such schemes time classes (and tariffs) may be selected based on the real time traffic situation. The external source may e.g. be the Back End or a DSRC device installed at the road side.

Ordinal scale parameters shall be defined in data element `ordinalElements`. The data type is `OrdinalTimeParameters`. Ordinal scale parameters shall be defined in one or more of the following data elements

- **weekdays**,
- **absoluteTimesOfDay**,
- **relativeTimePeriods**,
- **periodsInYear**

The data element **weekdays** shall be used to define one or more periods of days during a week. The first day of the period shall be given in data element **startDay**, the last day of the period shall be given in data element **endDay**. Both data elements are of data type **Weekday** which is of data type **ENUMERATED**.

EXAMPLE 2 A specification of **startDay** = (1) and **endDay** = (5) will lead to a tariff class which is valid from Monday till Friday.

The data element **absoluteTimesOfDay** shall be used to define one or more absolute periods in time during a day (e.g. 08:00h – 10:00h and 16:30h – 18:15h). Start times shall be given in data element **startTime**, end times shall be given in data element **endTime**. Both data elements are of data type **Time** defined in ISO 14906.

The data element **relativeTimePeriods** shall be used to define one or more time periods (e.g. between 6 and 8 hours). The lower limit of the time period shall be defined in data element **minPeriod**. The upper limit of the time period shall be defined in data element **maxPeriod**. Both data elements are of data type **INT2**. The values shall be given in minutes.

The data element **periodsInYear** shall be used to define one or more periods of days within a year (e.g. 01.07. – 31.08. and 23.12. – 31.12.). The first day of the respective periods shall be given in data element **startDay**. The last day of the respective periods shall be given in data element **endDay**. Both data elements are of data type **DateCompact** defined in ISO 14906.

EXAMPLE 3 Time class 23 may be defined valid on Mondays till Friday between 08:00 h – 10:00 h and 16:00 h – 18:00 h. Priority level of this time class may be set to 18.

EXAMPLE 4 Time class 178 may be defined valid at 25.12.2015 and 26.12.2015. Priority level of this time class may be set to 245.

EXAMPLE 5 In case a toll context used time classes 23 and 178 defined in Example 1 and 2 above and the 25.12.2015 is a Tuesday, time class 178 is valid as it has the higher priority.

EXAMPLE 6 Time class 18 may be defined valid on Monday and Friday between 16:00 h and 20:15 h.

EXAMPLE 7 Time class 221 may be defined valid on Saturday between 06:00 and 21:00 and only in case the vehicle uses the toll service for less than 2 hours.

Each time class may contain an optional priority information (**priorityValue**) of data type **Int1**. This data element shall be used to determine which time class is valid in cases where more than one time class is active. A value of 0 shall be used for the lowest priority level, a value of 255 shall be used for the highest priority level.

In case time classes overlap (one specific point in time falling into more than one time class) the priority value shall be present. In this case the priority values of (partly) overlapping time classes shall have different values.

8.3.3.6 EFC attribute **UserClassDefinition**

The attribute **UserClassDefinition** shall contain necessary definitions for all user classes which apply in the respective toll regime.

User classes may be used to define different tariffs depending on particular characteristics of the user of toll schemes. This version of the Technical Specification supports the differentiation of users according to the contract they have and according to the number of passengers in the vehicles (to support HOT type of applications).

Structure and data elements of the EFC attribute are given in Table 12 and defined in Annex A.

Table 12 — EFC attribute `UserClassDefinition` (informative)

EFC Attribute	Data element	Data type	Remark
UserClassDefinition	<code>userClasses</code>	SEQUENCE OF <code>UserClass</code>	
	<code>userClassDefinitionVersion</code>	<code>VersionAndValidity</code>	
	<code>userClassdefinitionAuthenticator</code>	<code>MessageAuthenticator</code>	optional

The data element `userClasses` shall contain a list of data types `UserClass`. This data type is described in clause 8.3.3.6.1.

The data element `userClassDefinitionVersion` shall contain version and validity information for the EFC attribute `UserClassDefinition`. The data type shall be `VersionAndValidity`. For details refer to clause 6.2.

The data element `userClassDefinitionAuthenticator` shall contain a message authenticator valid for the EFC attribute `UserClassDefinition`. The data type shall be `MessageAuthenticator` defined in ISO/TS 17575-1. The data element `userClassDefinitionAuthenticator` shall be optional.

8.3.3.6.1 Data type `UserClass`

The data type `UserClass` contains the definitions for one user class. Structure and data elements of the data type `UserClass` are given in Table 13 and defined in Annex A.

Table 13 — Data type `UserClass` (informative)

Data type	Data element	Data type	Remark
UserClass	<code>userClassId</code>	<code>UserClassId</code>	
	<code>contractTypes</code>	<code>ContractTypes</code>	optional
	<code>actualNumberOfPassengers</code>	<code>ActualNumberOfPassengers</code>	optional

Each user class shall have an identifier (`userClassId`) of the data type `UserClassId`.

The optional data elements `contractTypes` and `actualNumberOfPassengers` shall contain the definitions for each user class.

Particular contracts which have an impact on the user class shall be defined in data element `contractTypes`. The data type shall be `ContractTypes`. The contracts shall be identified by the data elements `contractProvider` (data type `Provider` defined in ISO 14906) and the data element `typeOfContract` (data type `OCTET STRING(SIZE(2))`). The use of these two data types shall be according to the definitions in ISO 14906.

NOTE 1 Contract types are allocated by the Service Provider. It is up to the Service Provider to use particular contract types to support certain Toll Charger dependent user classes.

EXAMPLE 1 The use of the data element `contractTypes` may allow fee exceptions for fire brigades and police cars.

The actual number of passengers including the driver shall be given in the data element **actualNumberOfPassengers**. The data type shall be **ActualNumberOfPassengers**.

NOTE 2 The use of the data element **actualNumberOfPassengers** may allow for HOT type EFC applications.

User Classes shall not overlap.

8.3.3.7 The fee calculation algorithm

The fee due to pay for using a vehicle in an EFC domain is determined by the content of the element **unitsUsed** complemented by a set of four tariff determinants.

The tariff determinants are

- the vehicle class
- the time class
- the location class and
- the user class

Each of the instances of a tariff determinant is identified by an integer number. (For details how to determine these determinants see the clauses above.) At each individual moment and for a specific charge object in an EFC context a user with the current condition of his vehicle can be allocated to a single combination of these 4 tariff determinants.

The data element **TariffClass** associates a unique integer number identifier to a defined combination of the 4 tariff determinants. For each of the four tariff determinants more than one instance may be associated. These multi instances per determinant shall be combined applying an OR concatenation.

Each **tariffClass** is associated in the data element **Tariff** with a number of attributes. The relevant elements calculating the fee are **chargeUnit**, **basicFeePerChargeUnit** and **intervallScaleFactor**.

The **basicFeePerChargeUnit** is the price to be paid within a specific **tariffClass** for one single unit of the type defined in the element **ChargeUnit**. Hence, the **basicFeePerChargeUnit** defines the price e.g. for one km or 100 m or 4 hours or one specific event like crossing a border.

The **intervallScaleFactor** shall be used to scale the calculated fee linearly according to the specified parameter. Currently the **VehicleMaxLadenWeight** and the **VehicleLengthOverall** may be applied and selected using the **IntervallScaleParameter** attribute. When applying interval scale parameters it is a must that the price indicated in the **basicFeePerChargeUnit** shall be the price for a single unit of the **IntervallScaleParameter**. Hence the price per 10 kg weight or the price per decimetre length, applying the units of these attributes as defined in ISO 14906.

If the defined tariff does not use interval scaled parameters then the **intervallScaleFactor** shall be set to 1.

A data element **unitsUsed** shall be used as an accumulator for the amount of toll relevant usage of the vehicle gathered by the Front End. For the purpose of calculating the fee this accumulator must aggregate the usage only as long as the combination of all 4 tariff determinants does not change – thus the aggregated usage pertains to a single tariff class. The **unitsUsed** data element aggregates the number of “consumed” charge units. For **unitsUsed** the rounding rule as defined in data element **roundingRule** in attribute **TariffTable** shall be used, if applicable.

EXAMPLE 1 A toll scheme of the type area may use as charge unit 1 h. The charge applies for each commenced hour. In case the vehicle stays 6 hours and 23 min in this area, the units used shall be 7.

Value and unit of the charge unit are provided in the data element `chargeUnit`. This is either a defined distance driven by the vehicle, either measured or read from the properties of the charge object. Or it is a defined duration a vehicle persists staying inside a toll relevant area or it is a defined number of events crossing an area border in the relevant direction.

NOTE 1 In a specific EFC context different tariff classes may be allocated to a different ChargeUnit choice. This may happen in a park house where in one tariff class, determined by a certain time class, the usage is defined and hence aggregated in hours, in another tariff class in days or in weeks. With this the more complex tariff schemes of parking areas can be modelled.

This completes the relevant elements required to calculate the fee according to a single tariff class. The total fee for a complete charge report interval shall be calculated aggregating all the fees calculated for a single tariff class belonging to the full charge report period.

For the single tariff fee calculation the following algorithm shall be applied:

$$Fee_{[period\ n]} = unitsUsed_{[period\ n]} \cdot basicFeePerChargeUnit_{[TariffClass\ n]} \cdot intervalScaleFactor$$

whereas

- *Fee* is the resulting fee (excluding VAT) for a single tariff class in the defined currency,
- *unitsUsed* contains the integer number of detected/measured/consumed charge units (the relevant charge unit is given in data element `chargeUnit` comprising its value and unit; e.g. 100 m or 2 hours or 1 mile),
- *basicFeePerChargeUnit* is the fee (excluding VAT) which applies for the use of the defined charge unit given in major units of the defined currency. It is given in data element `basicFeePerChargeUnit`. The applicable monetary unit is defined in data element `currency`. (e.g. `basicFeePerChargeUnit` = 0,1223 and `currency` = SEK defines a basic fee per defined charge unit of 0,1223 SEK).
- *intervalScaleFactor* is the value of the selected interval scale parameter using the information given in the data element `intervalScaleParameter`.
- *TariffClass* is the identifier associated to the combination of the applicable TimeClass, LocalVehicleClass, UserClass and LocationClass which is defined in the data type `tariffClass`

NOTE 2 The above formula does not include optional `offsetFee`, `minFee`, `thresholdFee` and `maxFee`.

EXAMPLE 2 In a distance based pricing scheme a vehicle with the tariff class 25 uses the toll road network for 3,4 km. The tariff for tariff class 25 is defined by 0,159 EUR/km. The fee shall be determined in 100 m resolution. Therefore the charge unit is set to 100 m. The `basicFeePerChargeUnit` will be 0,0159 and `currency` will be EUR (0,159 EUR/km = 0,0159 EUR/100 m). The used units is 34 (= 3,4 km/100 m). Hence the fee results in 34 x 0,0159 EUR = 0,5406 EUR.

EXAMPLE 3 In an area pricing scheme a vehicle with the tariff class 9 uses the tolled area for 8 hours. The tariff for the tariff class 9 is defined by 2,99 GBP/2 hours. The fee shall be determined in 2 hours resolution. Therefore the charge unit is set to 2 hours. The `basicFeePerChargeUnit` will be 2,99 and `currency` will be GBP. The used units is 4 (= 8 hours/2 hours). Hence the fee results in 4 x 2,99 GBP = 11,96 GBP.

The actual value used for the `intervalScaleFactor` shall be the value applicable during the calculation period for either the parameter `VehicleMaxLadenWeight` respectively the value of the parameter `VehicleLengthOverall` plus the value indicated by the parameter `zeroOffset` and rounded to the resolution indicated by the parameter `resolution`. The value used shall also be capped to the value indicated by the parameter `max`.

Additional flat rates like monthly fees shall be applied after calculating the fee according to these rules. This part of ISO/TS 17575 does not support these processes.

8.3.4 Data set “Context Layout”

Toll context layout information shall be provided by one single EFC attribute **TollContextLayout**.

The attribute **TollContextLayout** shall contain all necessary descriptions of the tolled road infrastructure of an EFC context. It shall contain a list of single charge objects including their identifiers, their geographic description and additional information like applicable location classes.

The main purpose of the EFC attribute **TollLayoutContext** is to give the Front End all information which enables it to detect (and measure) the usage of a tolled infrastructure.

Depending on the type of the toll regime the attribute **TollContextLayout** shall contain the layout descriptions of one of the following types:

- section pricing scheme
- area pricing scheme
- cordon pricing scheme.

NOTE Pricing for road objects (e.g. tunnel, ferries, passes) are considered as subtypes of section pricing schemes. For the description of road objects means provided for the description of sections shall be used.

Structure and data elements of the EFC attribute are given in Table 14 and defined in Annex A.

Table 14 — EFC attribute **TollContextLayout (informative)**

EFC Attribute	Data element	Data Type	Remark
TollContextLayout	layoutDescription	Layout	
	geoRefPoint	Point	optional
	tollContextLayoutVersion	VersionAndValidity	
	tollContextLayoutAuthenticator	MessageAuthenticator	optional

The data element **layoutDescription** shall give the description of the layout of the respective EFC context. The data type shall be **Layout**.

The data type **Layout** contains one of the data elements **sectionLayout** (a list of data types **SectionLayout**), **areaLayout** (a list of data types **AreaLayout**) and **cordonLayout** (a list of data types **CordonLayout**).

These data elements shall be present according to the type of the toll context following the rules below:

- For section or road object pricing schemes the data element **sectionLayout** shall be used. The data element is described and defined in clause 8.3.4.1.
- For area pricing schemes the data element **areaLayout** shall be used. The data element is described and defined in clause 8.3.4.2.
- For cordon pricing schemes the data element **cordonLayout** shall be used. The data element is described and defined in clause 8.3.4.3.

The optional data element `geoRefPoint` (data type `Point`) may be used as geographic reference point for the whole EFC context. This reference point shall be specified by its longitude and latitude value. In case this data element is present all longitude and latitude values given in the layout description shall be relative to this point.

The data element `tollContextLayoutVersion` shall contain version and validity information for the EFC attribute `TollContextLayout`. The data type shall be `VersionAndValidity`. For details refer to clause 6.2.

The data element `tollContextAuthenticator` shall contain a message authenticator valid for the EFC attribute `TollContextLayout`. The data type shall be `MessageAuthenticator` defined in ISO/TS 17575-1. The data element `tollContextAuthenticator` shall be optional.

8.3.4.1 Data element `sectionLayout`/Data type `SectionLayout`

The data element `sectionLayout` in the data type `Layout` contains a list of data types `SectionLayout`. This list shall contain the geographic description and supporting data of all road sections forming the charged road network of the respective toll regime. Each list entry represents one road section. The entire charged road network may consist of one or more than one sections.

EXAMPLE 1 Austrian Go-Maut and German LKW-Maut systems are considered as section tolling schemes. Both tolling schemes consist of a certain number of road sections. In both EFC schemes the fee depends on predefined length information per section.

A tolled road section shall be described by the following data

- Section identifier/charge object identifier,
- Section/charge object name (optional),
- Geographic reference point (optional),
- List of points used in the data elements of the section description,
- Description of the toll path,
- Liability rules,
- List of possible paths towards the toll path (optional),
- List of possible paths onwards the toll path (optional),
- Supporting information regarding other road network located close to the toll section (optional),
- Charged distance of the section (may not in all cases equal the real distance),
- Real distance of the section (optional),
- Time classes applicable for this section (optional) and
- Location class for the section.

Each section shall be described by means of the data type `SectionLayout`.

Structure and data elements of the data type `SectionLayout` is given in Table 15 and defined in Annex A.

Table 15 — Data type `SectionLayout` (informative)

Data type	Data element	Data type	Remark
SectionLayout	<code>chargeObjectId</code>	<code>ChargeObjectId</code>	
	<code>chargeObjectName</code>	<code>UTF8String</code>	optional
	<code>chargeObjectRefPoint</code>	<code>Point</code>	optional
	<code>networkPoints</code>	SEQUENCE OF <code>PointIdDefinition</code>	optional
	<code>tollPath</code>	<code>Link</code>	
	<code>liabilityRules</code>	<code>LiabilityRules</code>	
	<code>pathStructureTowards</code>	SEQUENCE OF <code>Link</code>	optional
	<code>pathStructureOnwards</code>	SEQUENCE OF <code>Link</code>	optional
	<code>supportingInformation</code>	SEQUENCE OF <code>SupportingPoint</code>	optional
	<code>chargeDistance</code>	<code>ChargeDistance</code>	
	<code>realDistance</code>	<code>Distance</code>	optional
	<code>applicableTimeClasses</code>	SEQUENCE OF <code>TimeClassId</code>	optional
	<code>locationClass</code>	<code>LocationClassId</code>	
	<code>storageRequired</code>	<code>BOOLEAN</code>	optional

Each section shall be identified by a charge object identifier. The data element `chargeObjectId` shall contain this identifier. The data type shall be `chargeObjectId`. The charge object identifier shall be unique within the toll context (within the given `tollContextId`). In case the section being part of a road network which is defined within an area pricing scheme the charge object identifier shall be unique within the area (within the given `areaId`).

The optional data element `chargeObjectName` shall be used to give the name or designation of the section. The data type shall be `UTF8String`.

EXAMPLE 2 “A8 Augsburg West – Augsburg Ost” or “M9 Exits 4a – 5”

The optional data element `chargeObjectRefPoint` shall be used to set a reference point valid for this particular charge object. In case this data element is present all longitude and latitude values given within this charge object description are considered being relative to this point.

NOTE 1 To set a reference point valid for the entire context layout the data element `geoRefPoint` in the EFC attribute `TollContextLayout` shall be used.

The optional data element `networkPoints` shall contain a list of all geographic points which are used for the description of the section. Each list element shall be of the data type `PointIdDefinition`. For each point this list shall contain a unique identifier and the respective longitude and latitude values.

NOTE 2 In case the list of network points is present and the points are given by their coordinates and identifiers, other data elements in this attribute may reference single points by their identifiers only.

The data element **tollPath** shall contain the geographic description of the respective road section. The data type shall be **Link**. This data type is defined in clause 8.3.4.1.1.

The data element **liabilityRules** shall contain rules to specify under which circumstances a vehicle using the section is liable to pay for the use of the entire toll section. The data type shall be **LiabilityRules**. This data type is defined in clause 8.3.4.1.2.

The optional data element **pathStructureTowards** shall contain the layout description of the roads which are in front (relative to the driving direction) of the charged road section. It shall contain a list of data types **Link**. For the definition of the data type **Link** refer to clause 8.3.4.1.1.

NOTE 3 This information may be useful for support certain charge object detection algorithms in some Front End implementations.

The optional data element **pathStructureOnwards** shall contain the layout description of the roads which are connected ahead (relative to the driving direction) of the charged road section. It shall contain a list of data types **Link**. For the definition of the data type **Link** refer to clause 8.3.4.1.1.

NOTE 4 This information may be useful for support certain charge object detection algorithms in some Front End implementations.

The optional data element **supportingInformation** shall contain a list of intermediate points on the charged road section. For each point in the list a distance to other (non-tolled) road infrastructure may be given. The data type of the list elements is **SupportingPoint**. This data type is described in clause 8.3.4.1.3.

The data element **chargeDistance** shall contain length information for the toll section. This length information shall be used as the basis for calculation of the fee to be paid for the use of this road section. However, this length information may or may not represent the real length of the section. The type of the data element **chargeDistance** shall be **ChargeDistance**.

The definition of the data type **ChargeDistance** allows either a predefined distance value for the section or a distance values depending on the entry section of the road network.

NOTE 5 A predefined length value may for instance be set due to "political" reasons or due to rounding rules.

NOTE 6 Section length values which depend on the entry section may be used in closed tolling schemes.

The optional data element **realDistance** shall give the real measured length of the toll section. This length information may be different from the one given in data element **chargeDistance**. The type of the data element **realDistance** shall be **Distance** defined in ISO/TS 17575-1.

The optional data element **applicableTimeClasses** shall contain a list of all time classes (represented by data type **TimeClassId**) which may apply to this specific toll section.

NOTE 7 This data element enables single road sections being charged at certain times only.

EXAMPLE 3 This supports highway sections in urban areas which will be charged only at peak hours.

The data element **locationClass** shall contain the location class information for this toll section (data type **LocationClassId**). The value in this data element shall be used as one of the tariff class determinants (refer to chapter 8.3.3.3).

8.3.4.1.1 Data type Link

The data type **Link** shall contain the description of a certain piece of road. Each link shall have an unique identifier. Each link shall be described by a start point and an end point.

To better reflect to reality (curves etc.) a link may contain one or more intermediate points (Figure 9).

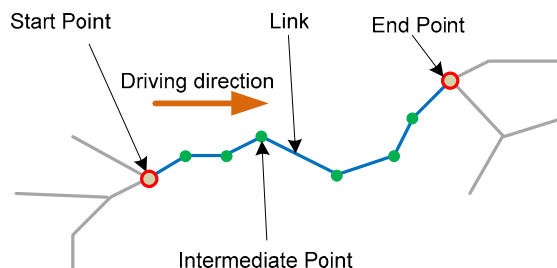


Figure 9 — Elements of a link

The data type **Link** shall contain the data elements **linkId**, **startPoint**, **endPoint** and **intermediatePoints**.

The data element **linkId** shall contain the identifier of the link. It shall be unique within the one toll context. The data type shall be **LinkId**.

The data element **startPoint** shall contain the definition of the start point of the link. The data element **endPoint** shall contain the definition of the end point of the link. Both data elements shall be specified by either using their point identifiers (data element **pointIdentifier**) or by their geographic coordinates using absolute coordinates (data element **absolutePointCoordinates**) or coordinates relative to the defined reference point (**relativePointCoordinates**).

NOTE In case relative coordinates are chosen positions can only be specified in an area of $\pm 3,5$ km.

A link shall always be one-directional. The direction is implicitly given by start point and end point.

The optional data element **intermediatePoints** shall contain a list of one or more than one intermediate points which are on the piece of road and may be used to better model the real run of the piece of the road. Each point in the list shall be specified by either using their point identifiers (data element **pointIdentifier**) or by their geographic coordinates (data element **absolutePointCoordinates** or **relativePointCoordinates**).

In case the data type **Link** is used to describe a more complex road structure in the data elements **pathStructureTowards** and **pathStructureOnwards** the following rule shall apply.

Links which physically connect to each other shall be identified by using the same point as end point of the first link and the start point of the second link (refer to Figure 10). Depending on the referencing method chosen in the data type **Link** this shall be done by one of the following methods:

- Same longitude and latitude values in data elements **absolutePointCoordinates** and **relativePointCoordinates** for both the end point of the first link and the start point of the connected link
- Same point identifier in the data element **pointIdentifier** for both the end point of the first link and the start point of the connected link

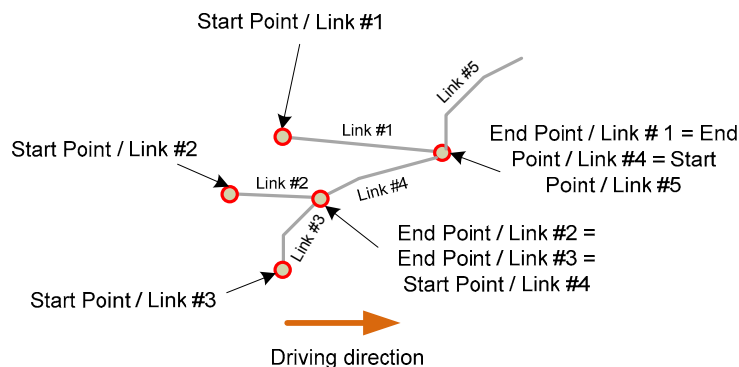


Figure 10 — Example of a complex road structure

8.3.4.1.2 Data type `LiabilityRules`

To define the liability rule which applies in the tolling context the data type `LiabilityRules` shall be used. Liability rules give the conditions to decide if and when a vehicle driving on the section has to pay for the section or not. This version of this part of ISO/TS 17575 supports the following rules:

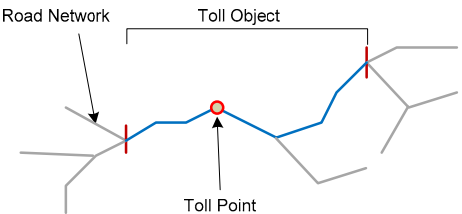
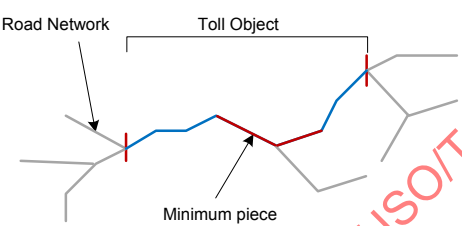
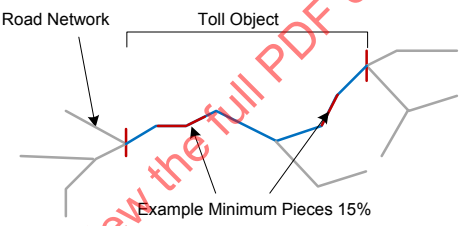
- passage of defined number (one or two) of location points (toll point(s)) on the entire section,
- passage of a particular road piece of the entire section,
- passage of a certain percentage of the entire section

NOTE Liability rules are typically defined in a legal framework belonging to each toll scheme. This part of ISO/TS 17575 only gives the possibility to “convert” the legal rules into technical definitions.

The data type `LiabilityRules` shall contain one of the data elements `tollPoints`, `minTollPath` and `minTollPortion`.

The table below contains a description of the use of the data type `LiabilityRules`.

Table 16 — Use of the data elements in data type `LiabilityRules`

Rule	Description	Example	ASN.1 element in <code>liabilityRules</code>
Toll Point(s)	Passage of a number of location points (one to two) makes the vehicle liable to pay for the use of the entire section		<code>tollPoints</code>
Absolute piece of section	Passage of a certain piece of the entire toll section makes the vehicle liable to pay for the use of the entire section		<code>minTollPath</code>
Relative piece of section	Passage of a certain percentage of the entire toll section makes the vehicle liable to pay for the use of the entire section		<code>minTollPortion</code>

The optional data element `tollPoints` shall be used to define toll point(s). It shall contain one or two points. Both points shall be specified by either using their point identifiers (data element `pointIdentifier`) or by their geographic coordinates (data element `absolutePointCoordinates` and `relativePointCoordinates`).

The optional data element `minTollPath` shall be used to define a particular piece of the section which shall be passed as a minimum. It shall contain the geographic description of this piece of road. The data type shall be `Link`.

The optional data element `minTollPortion` shall be used to define the portion of the entire section (percentage value) which has to be passed as a minimum. The data type shall be `INTEGER(0..1000)`. The resolution shall be 1 per mille (1 ‰).

8.3.4.1.3 Data type `SupportingPoints`

The data type `SupportingPoints` shall be used to give information regarding the distance to road infrastructure which is adjacent to the charge object. It shall contain a list of points which shall be located on the charged section. Each point shall be specified by either using their point identifiers (data element `pointIdentifier`) or by their geographic coordinates (data element `absolutePointCoordinates` or `relativePointCoordinates`).

For each point the minimum distance to the adjacent road infrastructure shall be given in the optional data element `distanceToNextRoad`. This data element shall be of type `Distance` defined in ISO/TS 17575-1.

8.3.4.2 Data element **areaLayout**

The data element **areaLayout** shall give the full description of the context layout of an area tolling scheme. The data element **areaLayout** shall contain a list of the descriptions of one or more geographic area forming one toll context and belonging to one toll regime (applying one single tariff table, tariff class definitions,...). In case more the one area layout is present the areas must not overlap. The elements of the list shall have the type **AreaLayout**.

EXAMPLE An area tolling scheme may be split into two non overlapping areas which may no direct connection to each other. One may e.g. cover the Southern part of a metropolitan area, the second one may cover the Northern part, whereas the city centre is not covered at all.

Each area shall be described using the data type **AreaLayout**.

Structure and data elements of the data type **AreaLayout** is given in Table 17 and defined in Annex A.

Table 17 — Data type **AreaLayout (informative)**

Data type	Data element	Data Type	Remark
AreaLayout	areald	Areald	
	areaBorder	Polygon	
	locationClass	LocationClassId	
	roadNetwork	SEQUENCE OF RoadNetwork	optional

The data element **areaId** shall contain an identifier for the area. The identifier shall be unique in the toll context. The data type shall be **AreaId**.

The data element **areaBorder** shall contain the description of the border of the area. The data type shall be **Polygon**.

The data type **Polygon** is defined as a list of the data type **Point**. The points shall be defined in an order which creates and closes the polygon in a clockwise direction. The segments of the polygon shall be created by connecting each of the points with its successor point. The polygon shall be closed by connecting the last point in the list with the first point. The points shall be defined in a way that the connections between the points don't intersect. The inner side of the polygon (tolled area) is defined as the geographical area which is located at the right hand side when moving on a polygon segment from its start point to its end point.

The data element **locationClass** shall contain the location class for this area (data type **LocationClassId**). The value in this data element shall be used as one of the tariff class determinants (refer to chapter 8.3.3.3).

The optional data element **roadNetworks** shall contain a list of descriptions of road networks. Each of these networks may have a different location class. This data element may be used for area pricing schemes which charge according to the measured distance on a specified road network. Moreover the area may contain more than one network supporting different tariffs.

NOTE This feature may be used to enable different tariffs e.g. depending on the classes of the road networks. In such a case all road segments belonging to the same road class shall be defined in one single data element **roadNetworks** which has a defined **locationClass**.

Each list entry shall have the data type **RoadNetwork**. The data elements and respective data types of the data type **RoadNetwork** are described in clause 8.3.4.1.

The charge object identifiers allocated to each section of the road network shall be unique within the entire EFC context.

8.3.4.3 Data element `cordonLayout`

The data element `cordonLayout` shall give the full description of the context layout of a cordon tolling scheme. The data element `cordonLayout` shall contain a list of the descriptions of one or more geographic cordons forming one toll context and belonging to one toll regime (applying one single tariff table, tariff class definitions,...). In case more the one cordon layout is present the cordons must not overlap. The elements of the list shall have the type `CordonLayout`.

Each cordon shall be described using the data type `CordonLayout`.

Structure and data elements of the data type `CordonLayout` is given in Table 18 and defined in Annex A.

Table 18 — Data type `CordonLayout` (informative)

Data type	Data element	Data Type	Remark
CordonLayout	<code>cordonId</code>	<code>CordonId</code>	
	<code>cordonBorderPolygon</code>	SEQUENCE OF <code>CordonBorderSegment</code>	

The data element `cordonId` shall contain an identifier for the cordon. The identifier shall be unique in the toll context. The data type shall be `CordonId`.

The data element `cordonBorderPolygon` shall be used for the description of the border of the cordon. It is defined in chapter 8.3.4.3.1.

8.3.4.3.1 Data type `CordonBorderPolygon`

The data type `CordonBorderPolygon` shall give the full description of border of tolled cordon. It is defined as a SEQUENCE OF `CordonBorderSegment` containing the segments of the cordon border polygon.

The segments of the cordon border shall be defined in clockwise order. Each segment shall be defined by

- a segment identifier
- a starting point
- an optional element for giving entry point details
- an optional element for giving exit point details

The segments of the cordon border polygon shall be created by connecting the start point of the segment with the start point of the succeeding segment. The segments shall be defined in an order which creates and closes the polygon in a clockwise direction. The polygon shall be closed by connecting the start point of the last segment with the start point of the first segment. The points shall be defined in a way that the segments don't intersect each other. (Figure 11)

The inner side of the cordon border polygon is defined as the geographical area which is located at the right hand side when moving on a polygon segment from its start point to its end point.

At locations where cordon segments and road networks intersect, an entry and/or exit point is created. A cordon segment shall be designed in a manner that either one entry point or one exit point or one combined entry/exit point is created. Cordon segments shall not carry more than one entry point or one exit point or one combined entry/exit point (refer to Figure 11).

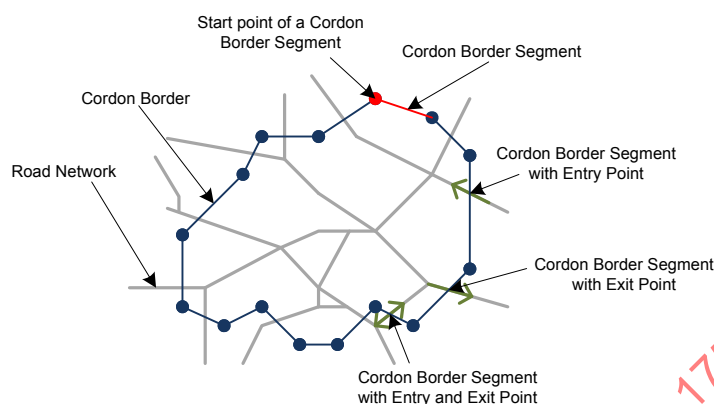


Figure 11 — Elements of a cordon layout description

Structure and data elements of the data type `CordonBorderSegment` is given in Table 19 and defined in Annex A.

Table 19 — Data type `CordonBorderSegment` (informative)

Data type	Data element	Data Type	Remark
CordonBorderSegment	<code>cordonSegmentId</code>	<code>CordonSegmentId</code>	
	<code>startPoint</code>	<code>Point</code>	
	<code>cordonEntryData</code>	SEQUENCE	optional
	<code>cordonExitData</code>	SEQUENCE	optional

The data element `cordonSegmentId` shall contain an identifier for the cordon segment. The identifier shall be unique within the cordon layout. The data type shall be `CordonSegmentId`.

The data element `startPoint` shall be used for the description of the start point of the border segment. The data type shall be `Point`.

The optional data element `cordonEntryData` shall be present in case the respective cordon border segment is considered as an entry location of the tolled cordon.

The data element `entryLocationId` shall contain a charge object identifier. The data type shall be `ChargeObjectId`. The charge object identifier shall be unique within the EFC context.

The data element `entryLocationClass` shall contain the location class which is applicable to this particular entry point. The data type shall be `LocationClassId`.

The optional data element `applicableTimeClasses` shall contain a list defining all applicable values for the time classes. The data type of the list elements shall be `TimeClassId`. This data element shall be used to define those time classes which are valid at this specific entry point.

NOTE This option allows the definition of cordon pricing schemes with different time classes at different entry points.

The optional data element **cordonExitLocation** shall be present in case the respective cordon border segment is considered as an exit location of the tolled cordon.

The data element **exitLocationId** shall contain a charge object identifier. The data type shall be **chargeObjectId**. The charge object identifier shall be unique within the EFC context.

The data element **exitLocationClasses** shall contain a list of location classes. These location classes may also depend on the entry location (shall be contained in an optional list of data elements **entryLocation** of the data type **locationClassId**). The location classes shall be specified using the data type **locationClassId**.

The optional data element **applicableTimeClasses** shall contain a list defining all applicable values for the time classes. The data type of the list elements shall be **timeClassId**. This data element shall be used to define those time classes which are valid at this specific exit point.

8.3.5 Data set "Reporting rules"

The data element in the data set Reporting Rules shall give information regarding

- rules which force the generation of a charge report and
- the content of the charge report.

NOTE The definition of the charge report and its data elements is given in ISO/TS 17575-1 and is therefore outside the scope of this document.

The following EFC attributes belong to the data set Reporting Rules

- **ChargeReportingEvents**
- **ChargeReportConfiguration**

The following clauses give the description and definition of these EFC attributes.

8.3.5.1 EFC attribute ChargeReportingEvents

The attribute **ChargeReportingEvents** shall contain a definition of all events which shall trigger the generation of a charge report in the Front End.

The following event types are supported by this version of the Technical Specification:

- events depending on absolute points in time
- events depending on relative time periods
- events depending on the travelled distance
- events depending on passing specified locations
- events depending on account limits

Structure and data elements of the EFC attribute **ChargeReportingEvents** are given in Table 20 below and defined in Annex A.

Table 20 — EFC attribute **ChargeReportingEvents** (informative)

EFC Attribute	Data element	Data Type	Remark
ChargeReportingEvents	absoluteTimeEvents	SEQUENCE OF AbsoluteTimeEvent	optional
	relativeTimeEvents	SEQUENCE OF RelativeTimeEvent	optional
	travelledDistanceEvents	Distance	optional
	locationEvents	SEQUENCE OF LocationEvent	optional
	feeLimitEvents	FeeLimit	optional
	chargeReportingEventsVersion	VersionAndValidity	
	chargeReportingEventsAuthenticator	MessageAuthenticator	optional

The optional data element **absoluteTimeEvents** shall contain a list of the descriptions of events which depend on specified absolute points in time. Each list element shall have the data type **AbsoluteTimeEvent**. This data type is described in clause 8.3.5.1.1.

The optional data element **relativeTimeEvents** shall contain a list of the descriptions of events which depend on specified lengths of time. Each list element shall have the data type **RelativeTimeEvent**. This data type is described in clause 8.3.5.1.2.

The optional data element **travelledDistanceEvents** shall contain a distance value. When the vehicle has travelled the specified distance it shall trigger the generation of a charge report. The data type shall be **Distance** defined in ISO/TS 17575-1.

The optional data element **locationEvents** shall contain a list of the descriptions of events which depend on specified locations. When the vehicle passes the specified location it shall trigger the generation of a charge report. Each element of the list shall have the data type **LocationEvent**. This data type is described in clause 8.3.5.1.3.

The optional data element **feeEvent** shall contain the definition for triggering a charge report depending on the amount of fee collected since the last charge report has been initiated. The data type shall be **FeeLimit** which is of data type **PaymentFee** defined in ISO 14906. In case the account balance reaches the value specified in the data element the generation of a charge report shall be triggered.

The data element **chargeReportEventsVersion** shall contain version and validity information for the data contained in the EFC attribute **chargeReportEvents**. The data type shall be **VersionAndValidity**. The data element shall be optional. For details refer to clause 6.2.

The data element **chargeReportEventsAuthenticator** shall contain a message authenticator valid for data contained in the EFC attribute **ChargeReportEvents**. The data type shall be **MessageAuthenticator** defined in ISO/TS 17575-1. The data element **chargeReportEventsAuthenticator** shall be optional.

8.3.5.1.1 Data type **AbsoluteTimeEvent**

The data type **AbsoluteTimeEvent** shall define a point in time. This point in time shall be of data type **Time**.

Once the point in time is reached the Front End shall trigger the generation of a charge report.

In addition the data type **AbsoluteTimeEvent** shall contain the optional data element **randomDelay**. The value specified in this data element shall delay the generation of the charge report by the given period. The data time shall be **int4**. The value shall be given in seconds.

8.3.5.1.2 Data type **RelativeTimeEvent**

The data type **RelativeTimeEvent** shall contain a time interval. The data type shall be **int3**. The value shall be given in seconds. The start of the interval shall be triggered by the generation of the last Charge Report.

Once the time interval has elapsed the Front End shall trigger the generation of a charge report.

In addition the data type **RelativeTimeEvent** shall contain the optional data element **randomDelay**. The value specified in this data element shall delay the generation of the charge report by the given period. The data time shall be **int3**. The value shall be given in seconds.

8.3.5.1.3 Data type **LocationEvent**

The data type **LocationEvent** shall contain a list of locations. Once the vehicle has reached the specified location, the Front End shall trigger the generation of a charge report. The list shall contain the optional location types:

- **chargeObject**
- **line**
- **area**

The optional data element **chargeObject** shall contain the charge object identifier. The data type shall be **ChargeObjectID**.

Once the Front End detects that it has reached the respective charge object it shall trigger the generation of a charge report.

The optional data element **line** shall contain a line description. The data type shall be **Line**. The data elements **crossingDirection1** and **crossingDirection2** define the travel directions which causes the generation of the charge report. Both data elements are of type **BOOLEAN**.

The data element **crossingDirection1** is valid in the following case: The vehicle crosses the line from the left side to the right side. The viewing direction (to define left and right) shall be from the first point of the line definition to the last point of the line definition.

The data element **crossingDirection2** is valid in the following case: The vehicle crosses the line from the right side to the left side. The viewing direction (to define left and right) shall be from the first point of the line definition to the last point of the line definition.

If the value is set to **FALSE** no charge report shall be created. In case the value is set to **TRUE** a charge report shall be generated.

The data element **area** shall contain an area description. The data type of the data element shall be **Polygon**. The definition of the data element **Polygon** and the inner side of the polygon are outlined in clause 8.3.4.2. The data elements **atExit** and **atEntry** (both shall be of data type **BOOLEAN**) shall give information to distinguish between triggering a charge report at exit or entry of the specified area.

8.3.5.2 EFC attribute **ChargeReportConfiguration**

Charge reports are generated by the Front End. Content, semantic and coding of the charge reports are defined in ISO/TS 17575-1 and are therefore outside the scope of this part of ISO/TS 17575.

As defined in ISO/TS 17575-1 the EFC attribute **chargeReport** includes optional data elements. It is assumed that the presence of these optional data elements depends on

- type and nature of the toll scheme
- toll charger requirements
- service provider requirements

NOTE More details and considerations regarding the charge report are given in ISO/TS 17575-1.

The attribute **ChargeReportConfiguration** shall be used to actually set the contents of the charge reports which shall be generated by the Front End. ISO/TS 17575-1 defines the data elements of the charge report with respect to their coding and semantics. This part of ISO/TS 17575 defines how the Back End shall request the presence of the optional data elements in the charge report.

To request the presence of an optional data element in the charge report the corresponding data element in the attribute **ChargeReportConfiguration** shall be set to "TRUE".

To request the absence of an optional data element in charge report the corresponding data element in the attribute **ChargeReportConfiguration** shall be set to "FALSE".

Structure and data elements of the EFC attribute **ChargeReportConfiguration** are given in Table 21 and defined in Annex A.

Table 21 — EFC attribute **ChargeReportConfiguration (informative)**

EFC Attribute	Data element	Data Type	Remark
ChargeReportConfiguration	chargeReportContent	ChargeReportContent	
	usageStatementContent	UsageStatementContent	
	cccAttributesContent	CCCAttributesContent	optional
	aggregatedSingleTariffClassSessionContent	AggregatedSingleTariffClassSessionContent	optional
	detectedChargeObjectContent	DetectedChargeObjectContent	optional
	listOfRawUsedataContent	ListOfRawUsageDataContent	optional
	vehicleDescriptionContent	VehicleDescriptionContent	optional
	chargeReportConfigurationVersion	VersionAndValidity	
	chargeReportConfigurationAuthenticator	MessageAuthenticator	optional

The data element **chargeReportConfigurationVersion** shall contain version and validity information for the data contained in EFC attribute **ChargeReportConfiguration**. The data type shall be **VersionAndValidity**. For details refer to clause 6.2.

The data element **chargeReportConfigurationAuthenticator** shall contain a message authenticator valid for data contained in the EFC attribute **ChargeReportConfiguration**. The data type shall be **MessageAuthenticator** defined in ISO/TS 17575-1. The data element **chargeReportConfigurationAuthenticator** shall be optional.

8.3.5.2.1 Data type **ChargeReportContent**

As defined in ISO/TS 17575-1 the data type **chargeReport** includes optional data elements.

The attribute **chargeReportContent** shall contain a list of data elements of the data type **BOOLEAN**. Each data element in this list is associated to one optional data element in the attribute **ChargeReport**.

To request the presence of an optional data element in attribute **ChargeReport** the corresponding data element in the attribute **ChargeReportContent** shall be set to **"TRUE"**.

To request the absence of an optional data element in attribute **ChargeReport** the corresponding data element in the attribute **ChargeReportContent** shall be set to **"FALSE"**.

The following table contains a list of all data elements of the EFC attribute **chargeReportContent**.

Table 22 — Data elements in EFC attribute **ChargeReportContent**

Data element	Data type (informative)	Description
obeID	BOOLEAN	Requests presence or absence of data element obeID in the charge report
paymentMeans	BOOLEAN	Requests the presence or absence of data element paymentMeans in the charge report
tollCharger	BOOLEAN	Requests the presence or absence of data element tollCharger in the charge report
versionInfo	BOOLEAN	Requests the presence or absence of data element versionInfo in the charge report
vatForThisSession	BOOLEAN	Requests the presence or absence of data element vatForThisSession in the charge report
accountStatus	BOOLEAN	Requests the presence or absence of data element accountStatus in the charge report
transactionCounter	BOOLEAN	Requests the presence or absence of data element transactionCounter in the charge report
mileage	BOOLEAN	Requests the presence or absence of data element mileage in the charge report
listOfCCCAttributes	BOOLEAN	Requests the presence or absence of data element listOfCCCAttributes in the charge report
authenticator	BOOLEAN	Requests the presence of data element authenticator in the charge report

8.3.5.2.2 Data type UsageStatementContent

As defined in ISO/TS 17575-1 the data type `UsageStatement` includes optional data elements.

The data type `UsageStatementContent` shall contain a list of data elements of the data type `BOOLEAN`. Each data element in this list is associated to one optional data element in the data element `UsageStatement` in the attribute `ChargeReport`.

To request the presence of an optional data element in data type `UsageStatement` the corresponding data element in data type `UsageStatementContent` shall be set to `"TRUE"`.

To request the absence of an optional data element in data type `UsageStatement` the corresponding data element in data type `UsageStatementContent` shall be set to `"FALSE"`.

The following table contains a list of all data elements of the data type `UsageStatementContent`.

Table 23 — Data elements in data type UsageStatementContent

Data element	Data type (informative)	Description
<code>usageStatementID</code>	<code>BOOLEAN</code>	Requests the presence or absence of data element <code>usageStatementID</code> in the charge report
<code>regimeID</code>	<code>BOOLEAN</code>	Requests the presence or absence of data element <code>regimeID</code> in <code>usageStatement</code> in the charge report
<code>aggregatedFee</code>	<code>BOOLEAN</code>	Requests the presence or absence of data element <code>aggregatedFee</code> in the charge report
<code>aggregatedSingleClassTariffSession</code>	<code>BOOLEAN</code>	Requests the presence or absence of data element <code>aggregatedSingleClassTariffSession</code> in the charge report
<code>listOfChargeObjects</code>	<code>BOOLEAN</code>	Requests the presence or absence of data element <code>listOfChargeObjects</code> in the charge report
<code>listOfDSRCUsageData</code>	<code>BOOLEAN</code>	Requests the presence or absence of data element <code>listOfDSRCUsageData</code> in the charge report
<code>listOfRawUsageData</code>	<code>BOOLEAN</code>	Requests the presence or absence of data element <code>listOfRawUsageData</code> in the charge report
<code>noUsage</code>	<code>BOOLEAN</code>	Requests the presence or absence of data element <code>noUsage</code> in the charge report
<code>usageAuthenticator</code>	<code>BOOLEAN</code>	Requests the presence or absence of data element <code>usageAuthenticator</code> in the charge report

8.3.5.2.3 Data type CCCAttributesContent

As defined in ISO/TS 17575-1 the data type `cccAttributes` includes optional data elements.

The data type `cccAttributesContent` shall contain a list of data elements of the data type `BOOLEAN`. Each data element in this list is associated to one optional data element in the data element `cccAttributes` in the attribute `ChargeReport`.

To request the presence of an optional data element in data type **cccAttributes** the corresponding data element in data type **cccAttributesContent** shall be set to “**TRUE**”.

To request the absence of an optional data element in data type **cccAttributes** the corresponding data element in data type **cccAttributesContent** shall be set to “**FALSE**”.

The following table contains a list of all data elements of the data type **cccAttributesContent**.

Table 24 — Data elements in data type CCCAttributesContent

Data element	Data type (informative)	Description
timeOfCCCRecord	BOOLEAN	Requests the presence or absence of data element timeOfCCCRecord in data element CCCAttributes in the charge report
axlesHistory	BOOLEAN	Requests the presence or absence of data element axlesHistory in data element CCCAttributes in the charge report
commStatus	BOOLEAN	Requests the presence or absence of data element commStatus data element CCCAttributes in the charge report
gnssStatus	BOOLEAN	Requests the presence or absence of data element gnssStatus in data element CCCAttributes in the charge report
distRecStatus	BOOLEAN	Requests the presence or absence of data element distRecStatus in data element CCCAttributes in the charge report
activeContext	BOOLEAN	Requests the presence or absence of data element activeContext in data element CCCAttributes in the charge report
obeHistory	BOOLEAN	Requests the presence or absence of data element obeHistory in data element CCCAttributes in the charge report

8.3.5.2.4 Data type AggregatedSingleTariffClassSessionContent

As defined in ISO/TS 17575-1 the data type **AggregatedSingleTariffClassSession** includes optional data elements.

The data type **AggregatedSingleTariffClassSessionContent** shall contain a list of data elements of the data type **BOOLEAN**. Each data element in this list is associated to one optional data element in the data element **AggregatedSingleTariffClassSession**.

To request the presence of an optional data element in data type **AggregatedSingleTariffClassSession** the corresponding data element in data type **AggregatedSingleTariffClassSessionContent** shall be set to “**TRUE**”.

To request the absence of an optional data element in data type **AggregatedSingleTariffClassSession** the corresponding data element in data type **AggregatedSingleTariffClassSessionContent** shall be set to "FALSE".

The following table contains a list of all data elements of the data type **AggregatedSingleTariffClassSessionContent**.

Table 25 — Data elements in data type **AggregatedSingleTariffClassSessionContent**

Data element	Data type (informative)	Description
timePeriodCovered	BOOLEAN	Requests the presence or absence of data element timePeriodCovered in data element AggregatedSingleTariffClassSession
vehicleDescription	BOOLEAN	Requests the presence or absence of data element vehicleDescription in data element AggregatedSingleTariffClassSession
tariffClass	BOOLEAN	Requests the presence or absence of data element tariffClass data element AggregatedSingleTariffClassSession
totalDistanceCovered	BOOLEAN	Requests the presence or absence of data element totalDistanceCovered in data element AggregatedSingleTariffClassSession
numberOfDetectedEvents	BOOLEAN	Requests the presence or absence of data element numberOfDetectedEvents in data element AggregatedSingleTariffClassSession
obeStatus	BOOLEAN	Requests the presence or absence of data element obeStatus in data element AggregatedSingleTariffClassSession
feeExclVat	BOOLEAN	Requests the presence or absence of data element feeExclVat in data element AggregatedSingleTariffClassSession
vat	BOOLEAN	Requests the presence or absence of data element vat in data element AggregatedSingleTariffClassSession

8.3.5.2.5 Data type **DetectedChargeObjectContent**

As defined in ISO/TS 17575-1 the data type **DetectedChargeObject** includes optional data elements.

The data type **DetectedChargeObjectContent** shall contain a list of data elements of the data type **BOOLEAN**. Each data element in this list is associated to one optional data element in the data element **DetectedChargeObject**.

To request the presence of an optional data element in data type **DetectedChargeObject** the corresponding data element in data type **DetectedChargeObjectContent** shall be set to "TRUE".

To request the absence of an optional data element in data type **DetectedChargeObject** the corresponding data element in data type **DetectedChargeObjectContent** shall be set to "FALSE".

The following table contains a list of all data elements of the data type `DetectedChargeObjectContent`.

Table 26 — Data elements in data type `DetectedChargeObjectContent`

Data element	Data type (informative)	Description
<code>subObjectNumber</code>	BOOLEAN	Requests the presence or absence of data element <code>subObjectNumber</code> in data element <code>DetectedChargeObject</code>
<code>timeWhenUsed</code>	BOOLEAN	Requests the presence or absence of data element <code>timeWhenUsed</code> in data element <code>DetectedChargeObject</code>
<code>mileageWhenUsed</code>	BOOLEAN	Requests the presence or absence of data element <code>mileageWhenUsed</code> in data element <code>DetectedChargeObject</code>
<code>vehicleDescription</code>	BOOLEAN	Requests the presence or absence of data element <code>vehicleDescription</code> in data element <code>DetectedChargeObject</code>
<code>tariffClass</code>	BOOLEAN	Requests the presence or absence of data element <code>tariffClass</code> in data element <code>DetectedChargeObject</code>
<code>obeStatus</code>	BOOLEAN	Requests the presence or absence of data element <code>obeStatus</code> in data element <code>DetectedChargeObject</code>
<code>feeExclVat</code>	BOOLEAN	Requests the presence or absence of data element <code>feeExclVat</code> in data element <code>DetectedChargeObject</code>
<code>vat</code>	BOOLEAN	Requests the presence or absence of data element <code>vat</code> in data element <code>DetectedChargeObject</code>

8.3.5.2.6 Data type `ListOfRawUsageDataContent`

As defined in ISO/TS 17575-1 the data type `ListOfRawUsageData` includes optional data elements.

The data type `ListOfRawUsageDataContent` shall contain a list of data elements of the data type BOOLEAN. Each data element in this list is associated to one optional data element in the data element `ListOfRawUsageData`.

To request the presence of an optional data element in data type `ListOfRawUsageData` the corresponding data element in data type `ListOfRawUsageDataContent` shall be set to "TRUE".

To request the absence of an optional data element in data type `ListOfRawUsageData` the corresponding data element in data type `ListOfRawUsageDataContent` shall be set to "FALSE".

The following table contains a list of all data elements of the data type `ListOfRawUsageDataContent`.

Table 27 — Data elements in data type ListOfRawUsageDataContent

Data element	Data type (informative)	Description
vehicleDescription	BOOLEAN	Requests the presence or absence of data element vehicleDescription in data element ListOfRawUsageData
tariffClass	BOOLEAN	Requests the presence or absence of data element tariffClass in data element ListOfRawUsageData

8.3.5.2.7 Data type VehicleDescriptionContent

As defined in ISO/TS 17575-1 the data type **VehicleDescription** includes optional data elements.

The data type **VehicleDescriptionContent** shall contain a list of data elements of the data type BOOLEAN. Each data element in this list is associated to one optional data element in the data element **VehicleDescription**.

To request the presence of an optional data element in data type **VehicleDescription** the corresponding data element in data type **VehicleDescriptionContent** shall be set to "TRUE".

To request the absence of an optional data element in data type **VehicleDescription** the corresponding data element in data type **VehicleDescriptionContent** shall be set to "FALSE".

The following table contains a list of all data elements of the data type **VehicleDescriptionContent**.

Table 28 — Data elements in data type VehicleDescriptionContent

Data element	Data type (informative)	Description
vehicleLPNr	BOOLEAN	Requests the presence or absence of data element vehicleLPNr in data element VehicleDescription
axles	BOOLEAN	Requests the presence or absence of data element axles in data element VehicleDescription
class	BOOLEAN	Requests the presence or absence of data element class data element VehicleDescription
dimensions	BOOLEAN	Requests the presence or absence of data element dimensions in data element VehicleDescription
specificCharacters	BOOLEAN	Requests the presence or absence of data element specificCharacters in data element VehicleDescription
ladenWeight	BOOLEAN	Requests the presence or absence of data element ladenWeight in data element VehicleDescription
weightLimits	BOOLEAN	Requests the presence or absence of data element weightLimits in data element VehicleDescription

Annex A

(normative)

EFC data type specifications

A.1 General

The EFC data types and associated coding related to the EFC attributes, data elements and types described in Clauses 6, 7 and 8, are defined using the Abstract Syntax Notation One (ASN.1) technique according to ISO/IEC 8824-1.

The following Figure A.1 and Figure A.2 are included to illustrate the hierarchical structure of the context data elements. These structures are not complete and ignore the lower layers.

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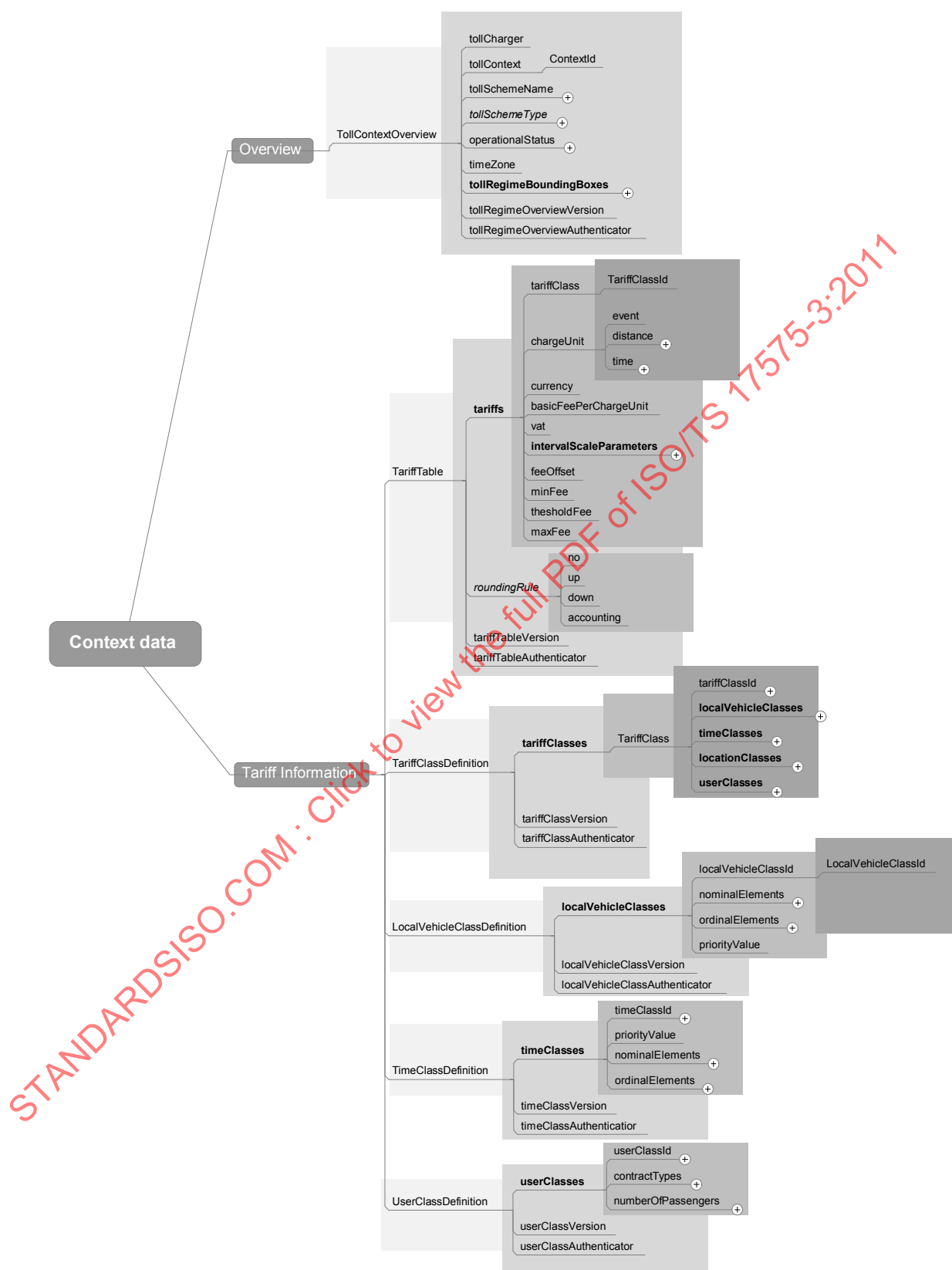


Figure A.1 — Hierarchical structure of context data overview and tariff information (informative)

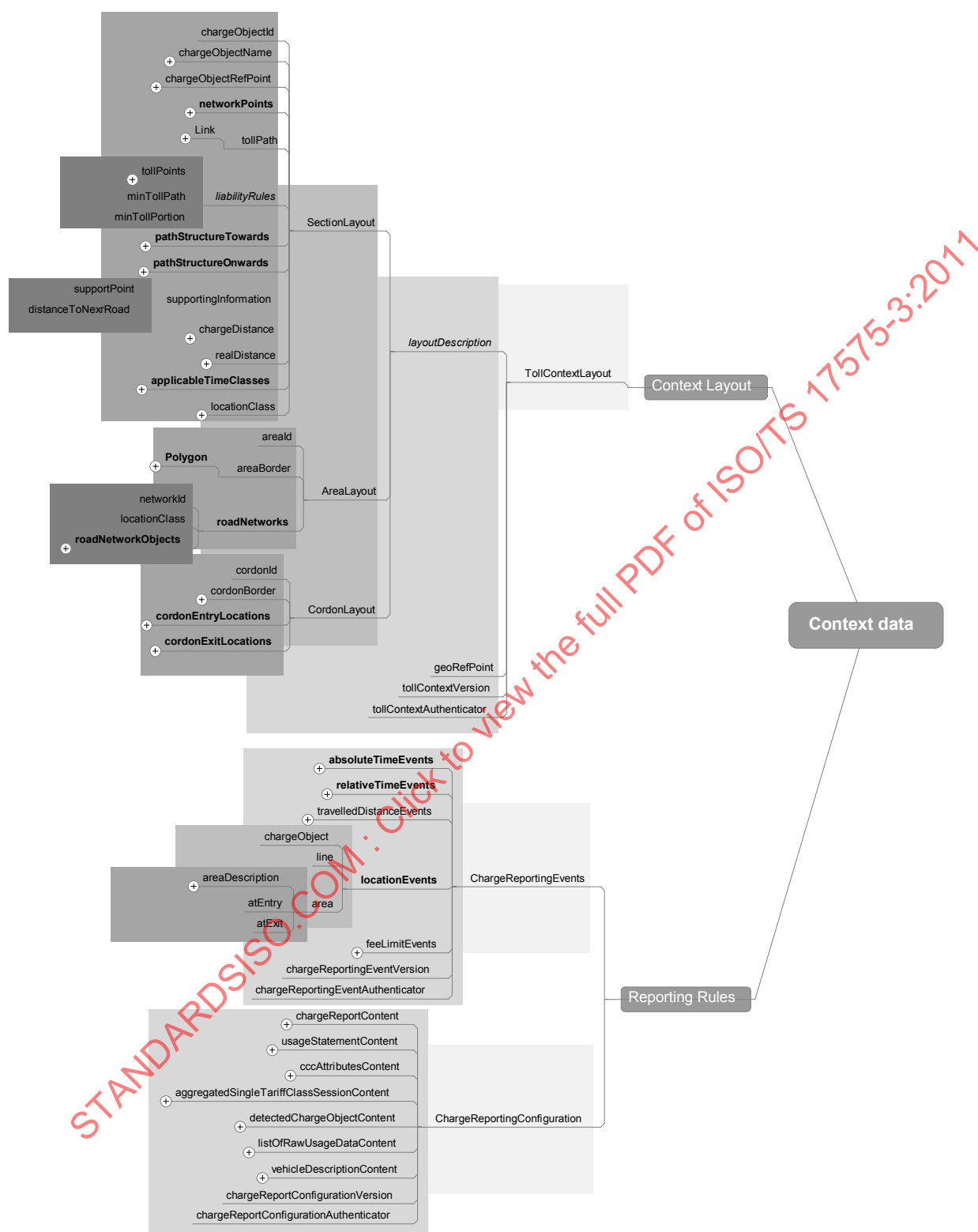


Figure A.2 — Hierarchical structure of context data context layout and reporting rules (informative)

A.2 Data specifications

```
ContextDataModule {iso standard 175753 modules(0) efc(0) version(1)} DEFINITIONS AUTOMATIC TAGS
```

```
::= BEGIN
```

```
IMPORTS
```

```
TollCharger, Distance, Duration, VersionID  
FROM ChargingModule {iso standard 17575 modules(0) efc(0) version(1)}
```

```
EquipmentOBUId, PaymentMeans, EFC-ContextMark, Provider, DateAndTime, DateCompact,  
PayUnit, VehicleAxles, VehicleClass, VehicleDimensions, VehicleSpecificCharacteristics,  
VehicleWeightLaden, VehicleWeightLimits, EnvironmentalCharacteristics, PaymentFee  
FROM EfcModule {iso standard 14906 modules(0) efc(0) version(1)}
```

```
Longitude, Latitude  
FROM CccModule {iso standard 12813 modules(0) efc(0) version(1)};
```

```
-- NOTE: The following is the definition of the ISO17575-3 ADU
```

```
ISO17575-3Adu ::= SEQUENCE {  
    aduHeader      Iso17575-3AduHeader,  
    aduBody        Iso17575-3AduBody  
}
```

```
-- NOTE: The following are the definitions of the 17575-3 ADU Header
```

```
ISO17575-3AduHeader ::= SEQUENCE {  
    informationSender      Provider,  
    informationOriginator  Provider,  
    tollCharger            Provider,  
    contextId              ContextId,  
    aduSequenceNumber      Int4,  
    aduAuthenticator       BIT STRING OPTIONAL  
}
```

```
-- NOTE: The following are the definitions of the ISO 17575-3 ADU Body
```

```
ISO17575-3AduBody ::= SEQUENCE {  
    tollContextOverview      TollContextOverview OPTIONAL,  
    tariffTable              TariffTable OPTIONAL,  
    tariffClassDefinition    TariffClassDefinition OPTIONAL,  
    localVehicleClassDefinition LocalVehicleClassDefinition OPTIONAL,  
    timeClassDefinition      TimeClassDefinition OPTIONAL,  
    userClassDefinition      UserClassDefinition OPTIONAL,  
    tollContextLayout        TollContextLayout OPTIONAL,  
    chargeReportingEvents     ChargeReportingEvents OPTIONAL,  
    chargeReportConfiguration ChargeReportConfiguration OPTIONAL  
}
```

 -- NOTE: The following are the definitions of the EFC Attributes

```

TollContextOverview ::=          SEQUENCE {
    tollCharger                TollCharger,
    tollContext                ContextId,
    tollSchemeName             UTF8String OPTIONAL,
    tollSchemeType             TollSchemeType,
    operationalStatus          OperationalStatus,
    timeZone                   INTEGER (-720..720),
    tollContextBoundingBoxes   SEQUENCE OF SphericalBox OPTIONAL,
    tollContextOverviewVersion VersionAndValidity,
    tollContextOverviewAuthenticator MessageAuthenticator OPTIONAL
}

TariffTable ::=                  SEQUENCE {
    tariffs                    SEQUENCE OF Tariff,
    roundingRule               RoundingRule OPTIONAL,
    tariffTableVersion          VersionAndValidity,
    tariffTableAuthenticator    MessageAuthenticator OPTIONAL
}

TariffClassDefinition ::=        SEQUENCE {
    tariffClasses               SEQUENCE OF TariffClass,
    tariffClassDefinitionVersion VersionAndValidity,
    tariffClassDefinitionAuthenticator MessageAuthenticator OPTIONAL
}

LocalVehicleClassDefinition ::= SEQUENCE {
    localVehicleClasses         SEQUENCE OF LocalVehicleClass,
    localVehicleClassVersion     VersionAndValidity,
    localVehicleClassAuthenticator MessageAuthenticator OPTIONAL
}

TimeClassDefinition ::=          SEQUENCE {
    timeClasses                 SEQUENCE OF TimeClass,
    timeClassDefinitionVersion   VersionAndValidity,
    timeClassDefinitionAuthenticator MessageAuthenticator OPTIONAL
}

UserClassDefinition ::=          SEQUENCE {
    userClasses                 SEQUENCE OF UserClass,
    userClassDefinitionVersion   VersionAndValidity,
    userClassDefinitionAuthenticator MessageAuthenticator OPTIONAL
}

TollContextLayout ::=            SEQUENCE {
    layoutDescription           Layout,
    geoRefPoint                 Point OPTIONAL,
    tollContextVersion           VersionAndValidity,
    tollContextAuthenticator     MessageAuthenticator OPTIONAL
}

ChargeReportingEvents ::=        SEQUENCE {
    absoluteTimeEvents          SEQUENCE OF AbsoluteTimeEvent OPTIONAL,
    relativeTimeEvents           SEQUENCE OF RelativeTimeEvent OPTIONAL,
    travelledDistanceEvents      Distance OPTIONAL,
    locationEvents               SEQUENCE OF LocationEvent OPTIONAL,
    feeLimitEvents               FeeLimit OPTIONAL,
    chargeReportingEventsVersion VersionAndValidity,
    chargeReportingEventsAuthenticator MessageAuthenticator OPTIONAL
}

```

```

ChargeReportConfiguration ::=          SEQUENCE {
    chargeReportContent                ChargeReportContent,
    usageStatementContent                UsageStatementContent,
    cccAttributesContent                CccAttributesContent OPTIONAL,
    aggregatedSingleTariffClassSessionContent  AggregatedSingleTariffClassSessionContent
                                           OPTIONAL,
    detectedChargeObjectContent          DetectedChargeObjectContent OPTIONAL,
    listOfRawUsageDataContent            ListOfRawUsageDataContent OPTIONAL,
    vehicleDescriptionContent            VehicleDescriptionContent OPTIONAL,
    chargeReportConfigurationVersion      VersionAndValidity,
    chargeReportConfigurationAuthenticator MessageAuthenticator OPTIONAL
}

```

-- NOTE: The following are the definitions of the data elements in alphabetic order

```

AbsolutePointCoordinates ::=          SEQUENCE {
    longitude                          Longitude,
    latitude                          Latitude
}

```

```

AbsoluteTimeEvent ::=          SEQUENCE {
    timesDuringDay                    Time,
    randomDelay                      Int3 OPTIONAL
}

```

```

ActualNumberOfPassengers ::= Int1
-- according to ISO 14906
-- actual number of passengers (i.e. human beings) present in the vehicle,
-- incl. the driver

```

```

AggregatedSingleTariffClassSessionContent ::= SEQUENCE {
    timePeriodCovered                BOOLEAN,
    vehicleDescription                BOOLEAN,
    tariffClass                      BOOLEAN,
    totalDistanceCovered              BOOLEAN,
    numberOfDetectedEvents            BOOLEAN,
    obeStatus                        BOOLEAN,
    feeExclVat                      BOOLEAN,
    vat                              BOOLEAN
}

```

```

AreaId ::= Int1

```

```

AreaLayout ::=          SEQUENCE {
    areaId                  AreaId,
    aeaBorder                Polygon,
    locationClass            LocationClassId,
    roadNetworks             SEQUENCE OF RoadNetwork OPTIONAL
}

```

```

CccAttributesContent ::= SEQUENCE {
    timeOfCCCRecord          BOOLEAN,
    axlesHistory              BOOLEAN,
    commStatus                BOOLEAN,
    gnssStatus                BOOLEAN,
    distRecStatus             BOOLEAN,
    activeContext             BOOLEAN,
    obeHistory                 BOOLEAN
}

```

```

ChargeDistance ::=
    CHOICE {
        predefinedDistance      Distance,
        entryDependingDistance  SEQUENCE {
            entryDependingDistance SEQUENCE OF EntryDependingDistanceData,
            missingEntryInformation Distance
        }
    }

CO2EmissionValue ::= Int2 --according to vehicle registration documents in g/km

CO2EmissionValueRange ::= SEQUENCE {
    lowerLimit      CO2EmissionValue,
    upperLimit      CO2EmissionValue
}

ChargeObjectId ::= Int4

ChargeReportContent ::= SEQUENCE {
    obeId      BOOLEAN,
    paymentMeans      BOOLEAN,
    tollCharger      BOOLEAN,
    versionInfo      BOOLEAN,
    vatForThisSession      BOOLEAN,
    accountStatus      BOOLEAN,
    transactionCounter      BOOLEAN,
    mileage      BOOLEAN,
    listOfCCCAttributes      BOOLEAN,
    authenticator      BOOLEAN
}

ChargeUnit ::=
    CHOICE {
        distance      Distance,
        time      Duration,
        event      Int1
    }

ContextId ::= EntityId

ContractTypes ::= SEQUENCE {
    contractProvider      Provider,
    typeOfContract      OCTET STRING(SIZE(2))
}

CopValue ::=
    ENUMERATED { -- same definition as in ISO 14906
        noEntry      (0),
        co2Class1      (1), -- below 101 g/km
        co2Class2      (2), -- 101 to 120 g/km
        co2Class3      (3), -- 121 to 140 g/km
        co2Class4      (4), -- 141 to 160 g/km
        co2Class5      (5), -- 161 to 200 g/km
        co2Class6      (6), -- 201 to 250 g/km
        co2Class7      (7) -- above 250 g/km
    }

CopValueRange ::= SEQUENCE {
    lowerLimit      CopValue,
    upperLimit      CopValue
}

CordonBorderSegment ::= SEQUENCE {
    cordonSegmentId      CordonSegmentId,
    startPoint      Point,
    cordonEntryLocation      CordonEntryLocation OPTIONAL,
    cordonExitLocation      CordonExitLocation OPTIONAL
}

```

```

CordonEntryLocation ::=      SEQUENCE {
    entryLocationId           ChargeObjectId,
    entryLocationClass        LocationClassId,
    applicableTimeClasses     SEQUENCE OF TimeClassId OPTIONAL
}

CordonExitLocation ::=      SEQUENCE {
    exitLocationId            ChargeObjectId,
    exitLocationClass         SEQUENCE OF SEQUENCE {
        locationClass         LocationClassId,
        entryLocation         SEQUENCE OF EntryLocationId OPTIONAL
    },
    applicableTimeClasses     SEQUENCE OF TimeClassId OPTIONAL
}

CordonId ::= Int1

CordonLayout ::=            SEQUENCE {
    cordonId                  CordonId,
    cordonBorderPolygon       SEQUENCE OF CordonBorderSegment
}

CordonSegmentId ::= Int4

Currency ::= INTEGER(1..999) -- Currency code according to ISO 4217

DetectedChargeObjectContent ::= SEQUENCE {
    subObjectNumber          BOOLEAN,
    timeWhenUsed              BOOLEAN,
    mileageWhenUsed           BOOLEAN,
    vehicleDescription         BOOLEAN,
    tariffClass               BOOLEAN,
    obeStatus                 BOOLEAN,
    feeExclVat                BOOLEAN,
    vat                      BOOLEAN
}

EntityId ::= Provider

EntryDependingDistanceData ::= SEQUENCE {
    chargeObjectAtEntry       ChargeObjectId,
    definedDistance           Distance
}

EntryLocationId ::= Int4

EuroValue ::= ENUMERATED { --same definition as in ISO 14906
    noEntry                   (0),
    euro-1                    (1),
    euro-2                    (2),
    euro-3                    (3),
    euro-4                    (4),
    euro-5                    (5),
    euro-6                    (6),
    reservedForUse1           (7)
}

EuroValueRange ::= SEQUENCE {
    lowerLimit                EuroValue,
    upperLimit                EuroValue
}

FeeLimit ::= PaymentFee

Int1 ::= INTEGER(0..255)

Int2 ::= INTEGER(0..65535)

```

Int2Signed ::= INTEGER(-32768..32767)

Int3 ::= INTEGER(0..16777215)

Int4 ::= INTEGER(0..4294967295)

IntervalScaleParameter ::= SEQUENCE {
 vehicleMaxLadenWeightIntervals SEQUENCE {
 zeroOffset Int2Signed,
 -- same definition as in ISO 14906 in attribute VehicleMaxLadenWeight
 resolution VehicleMaxLadenWeight,
 max VehicleMaxLadenWeight
 } OPTIONAL,
 vehicleLengthOverallIntervals SEQUENCE {
 zeroOffset Int2Signed,
 -- same definition as in ISO 14906 in attribute VehicleLengthOverall
 resolution VehicleLengthOverall,
 max VehicleLengthOverall
 } OPTIONAL
 }

Layout ::= CHOICE {
 sectionPricingLayout SEQUENCE OF SectionLayout,
 areaPricingLayout SEQUENCE OF AreaLayout,
 cordonPricingLayout SEQUENCE OF CordonLayout
 }

LiabilityRules ::= CHOICE {
 tollPoints SEQUENCE (SIZE (1..2)) OF Point,
 minTollPath Link,
 minTollPortion INTEGER (0..1000) -- value in 1%
 }

Line ::= SEQUENCE {
 point1 Point,
 point2 Point
 }

Link ::= SEQUENCE {
 linkId LinkId,
 startPoint Point,
 endPoint Point,
 intermediatePoints SEQUENCE OF Point OPTIONAL
 }

LinkId ::= Int4

ListOfRawUsageDataContent ::= SEQUENCE {
 vehicleDescription BOOLEAN,
 tariffClass BOOLEAN
 }

LocalVehicleClass ::= SEQUENCE {
 localVehicleClassId LocalVehicleClassId,
 nominalElements NominalVehicleParameters,
 ordinalElements OrdinalVehicleParameters OPTIONAL,
 priorityValue Int1 OPTIONAL -- 0: lowest priority, 255: highest
 priority
 }

LocalVehicleClassId ::= Int1

LocationClassId ::= Int4

```

LocationEvent ::=          SEQUENCE {
    chargeObject            ChargeObjectId OPTIONAL,
    line                    SEQUENCE {
        lineDescription      Line,
        crossingDirection1    BOOLEAN,
        crossingDirection2    BOOLEAN
    } OPTIONAL,
    area                    SEQUENCE {
        areaDescription      Polygon,
        atEntry              BOOLEAN,
        atExit               BOOLEAN
    } OPTIONAL
}

MessageAuthenticator ::= BIT STRING

NominalTimeParameters ::= SEQUENCE {
    weekdays                SEQUENCE OF Weekday OPTIONAL,
    dates                   SEQUENCE OF DateCompact OPTIONAL,
    classesSetExternally    SEQUENCE OF ENUMERATED {
        congestionChargeLevel1 (1),
        congestionChargeLevel2 (2),
        futureUse1              (3),
        futureUse2              (4),
        futureUse3              (5),
        futureUse4              (6),
        futureUse5              (7),
        futureUse6              (8)
    } OPTIONAL
}

NominalVehicleParameters ::= SEQUENCE {
    vehicleClasses          SEQUENCE OF VehicleClass, -- use according to EN 15509
    vehicleAxlesNumbers     SEQUENCE OF VehicleAxles OPTIONAL,
    -- use according to ISO 14906
    euroValues              SEQUENCE OF EuroValue OPTIONAL,
    -- use according to ISO 14906
    ...
}

MaxFee ::= SEQUENCE {
    perDay                  Int3 OPTIONAL, -- in currencies minor units
    perWeek                 Int3 OPTIONAL, -- in currencies minor units
    perMonth                Int3 OPTIONAL, -- in currencies minor units
    perYear                 Int3 OPTIONAL  -- in currencies minor units
}

OperationalStatus ::= SEQUENCE {
    startsOperationAt       DateAndTime,
    stopsOperationAt        DateAndTime OPTIONAL
}

```

```

OrdinalTimeParameters ::= SEQUENCE {
    weekdays SEQUENCE OF SEQUENCE {
        startDay Weekday,
        endDay Weekday
    } OPTIONAL,
    absoluteTimeOfDay SEQUENCE OF SEQUENCE {
        startTime Time,
        endTime Time
    } OPTIONAL,
    relativeTimePeriods SEQUENCE OF SEQUENCE {
        minPeriod Int2 OPTIONAL, -- in minutes
        maxPeriod Int2 OPTIONAL -- in minutes
    } OPTIONAL,
    periodsInYear SEQUENCE OF SEQUENCE {
        startDay DateCompact,
        endDay DateCompact
    } OPTIONAL
}

OrdinalVehicleParameters ::= SEQUENCE {
    vehicleLengthOverall SEQUENCE OF VehicleLengthOverallRange OPTIONAL,
    vehicleHeightOverall SEQUENCE OF VehicleHeightOverallRange OPTIONAL,
    vehicleWidthOverall SEQUENCE OF VehicleWidthOverallRange OPTIONAL,
    vehicleFirstAxleHeight SEQUENCE OF VehicleFirstAxleHeightRange OPTIONAL,
    vehicleAxlesNumber SEQUENCE OF VehicleAxlesNumberRange OPTIONAL,
    vehicleMaxLadenWeight SEQUENCE OF VehicleMaxLadenWeightRange OPTIONAL,
    vehicleTrainMaximumWeight SEQUENCE OF VehicleTrainMaximumWeightRange OPTIONAL,
    vehicleWeightUnladen SEQUENCE OF VehicleWeightUnladenRange OPTIONAL,
    vehicleWeightLaden SEQUENCE OF VehicleWeightLadenRange OPTIONAL,
    euroValue SEQUENCE OF EuroValueRange OPTIONAL,
    copValue SEQUENCE OF CopValueRange OPTIONAL,
    vehicleClass SEQUENCE OF VehicleClassRange OPTIONAL,
    co2EmissionValue SEQUENCE OF CO2EmissionValue OPTIONAL,
    ...
}

Point ::= CHOICE {
    pointIdentifier PointId,
    absolutePointCoordinates AbsolutePointCoordinates,
    relativePointCoordinates RelativePointCoordinates
}

PointId ::= Int4

PointIdDefinition ::= SEQUENCE {
    pointId PointId,
    pointCoordinates AbsolutePointCoordinates
}

Polygon ::= SEQUENCE OF Point

RelativePointCoordinates ::= SEQUENCE {
    longitude Int2Signed, -- in microdegrees
    latitude Int2Signed -- in microdegrees
}

RelativeTimeEvent ::= SEQUENCE {
    timeDuration Int3,
    randomDelay Int3 OPTIONAL
}

RoadNetwork ::= SEQUENCE {
    networkId Int1,
    locationClass LocationClassId,
    roadNetworkObjects SEQUENCE OF RoadNetworkObject
}

```

```

RoadNetworkObject ::=          SEQUENCE {
    chargeObjectId              ChargeObjectId,
    chargeObjectName            CHARACTER STRING OPTIONAL,
    chargeObjectRefPoint        Point OPTIONAL,
    networkPoints               SEQUENCE OF Point OPTIONAL,
    tollPath                    Link,
    supportingInformation        SEQUENCE OF SupportingPoint OPTIONAL,
    applicableTimeClasses       SEQUENCE OF TimeClassId OPTIONAL
}

RoundingRule ::=              ENUMERATED {
    no                          (0), -- no rounding
    up                          (1),
    -- always rounding up to next larger value of the minor currency unit
    down                        (2),
    -- always rounding down to next lower value of the minor currency unit
    accounting                  (3),
    -- rounding according to accounting rules as defined in DIN 1333
    futureUse1                  (4),
    futureUse2                  (5),
    futureUse3                  (6),
    futureUse4                  (7)
}

SectionLayout ::=             SEQUENCE {
    chargeObjectId              ChargeObjectId,
    chargeObjectName            UTF8String OPTIONAL,
    chargeObjectRefPoint        Point OPTIONAL,
    networkPoints               SEQUENCE OF PointIdDefinition OPTIONAL,
    tollPath                    Link,
    liabilityRules               LiabilityRules,
    pathStructureTowards        SEQUENCE OF Link OPTIONAL,
    pathStructureOnwards        SEQUENCE OF Link OPTIONAL,
    supportingInformation        SEQUENCE OF SupportingPoint OPTIONAL,
    chargeDistance              ChargeDistance,
    realDistance                Distance OPTIONAL,
    applicableTimeClasses       SEQUENCE OF TimeClassId OPTIONAL,
    locationClass                LocationClassId,
    storageRequired              BOOLEAN OPTIONAL
}

SphericalBox ::=              SEQUENCE {
    southernLongitude            Longitude,
    northernLongitude            Longitude,
    westernLatitude              Latitude,
    easternLatitude              Latitude
}

SupportingPoint ::=           SEQUENCE {
    supportPoint                 Point,
    distanceToNextRoad           Distance OPTIONAL
}

```

```

Tariff ::=
    tariffClass          TariffClassId,
    chargeUnit           ChargeUnit,
    currency             Currency,
    basicFeePerChargeUnit REAL,
    -- in major units of the defined currency
    vat                 Int3 OPTIONAL,
    -- in 0,01%
    intervalScaleParameters SEQUENCE OF IntervalScaleParameter OPTIONAL,
    offsetFee           Int3 OPTIONAL,
    -- in 1/100 of the minor unit of the defined currency
    minFee             Int3 OPTIONAL,
    -- in 1/100 of the minor unit of the defined currency
    thresholdFee       Int3 OPTIONAL,
    -- in 1/100 of the minor unit of the defined currency
    maxFee             MaxFee OPTIONAL
}

TariffClass ::=
    tariffClassId      TariffClassId,
    localVehicleClasses SEQUENCE OF LocalVehicleClassId,
    timeClasses        SEQUENCE OF TimeClassId OPTIONAL,
    locationClasses    SEQUENCE OF LocationClassId OPTIONAL,
    userClasses        SEQUENCE OF UserClassId OPTIONAL
}

TariffClassId ::= Int2

Time ::=
    hours    INTEGER (0..23),
    mins     INTEGER (0..59),
    secs     INTEGER (0..59)
}

TimeClass ::=
    timeClassId      TimeClassId,
    nominalElements  NominalTimeParameters OPTIONAL,
    ordinalElements  OrdinalTimeParameters OPTIONAL,
    priorityValue    Int1 OPTIONAL -- 0: lowest priority, 255: highest priority
}

TimeClassId ::= Int1

TollSchemeType ::=
    roadSectionPricing (0),
    areaPricingDistance (1),
    areaPricingTime (2),
    cordonPricing (3)
}

UsageStatementContent ::=
    usageStatementId    BOOLEAN,
    regimeId            BOOLEAN,
    aggregatedFee        BOOLEAN,
    aggregatedSingleTariffClassSession BOOLEAN,
    listOfChargeObjects  BOOLEAN,
    listOfDSRCUsageData  BOOLEAN,
    listOfRawUsageData   BOOLEAN,
    noUsage              BOOLEAN,
    usageAuthenticator   BOOLEAN
}

UserClass ::=
    userClassId      UserClassId,
    contractTypes    ContractTypes OPTIONAL,
    actualNumberOfPassengers ActualNumberOfPassengers OPTIONAL
}

```

```

UserClassId ::= Int1

VehicleAxlesNumberRange ::= SEQUENCE {
    lowerLimit      VehicleAxlesNumber, -- according to ISO 14906
    upperLimit      VehicleAxlesNumber -- according to ISO 14906
}

VehicleClassRange ::= SEQUENCE {
    lowerLimit      VehicleClass, -- according to EN 15509
    upperLimit      VehicleClass -- according to EN 15509
}

VehicleDescriptionContent ::= SEQUENCE {
    vehicleLPNr      BOOLEAN,
    axles             BOOLEAN,
    class             BOOLEAN,
    dimensions        BOOLEAN,
    specificCharacters BOOLEAN,
    ladenWeight       BOOLEAN,
    weightLimits      BOOLEAN
}

VehicleFirstAxleHeightRange ::= SEQUENCE {
    lowerLimit      VehicleFirstAxleHeight,
    upperLimit      VehicleFirstAxleHeight
}

VehicleHeightOverallRange ::= SEQUENCE {
    lowerLimit      VehicleHeightOverall,
    upperLimit      VehicleHeightOverall
}

VehicleLengthOverallRange ::= SEQUENCE {
    lowerLimit      VehicleLengthOverall,
    upperLimit      VehicleLengthOverall
}

VehicleMaxLadenWeightRange ::= SEQUENCE {
    lowerLimit      VehicleMaxLadenWeight,
    upperLimit      VehicleMaxLadenWeight
}

VehicleTrainMaximumWeightRange ::= SEQUENCE {
    lowerLimit      VehicleTrainMaximumWeight,
    upperLimit      VehicleTrainMaximumWeight
}

VehicleWeightUnladenRange ::= SEQUENCE {
    lowerLimit      VehicleWeightUnladen,
    upperLimit      VehicleWeightUnladen
}

VehicleWeightLadenRange ::= SEQUENCE {
    lowerLimit      VehicleWeightLaden,
    upperLimit      VehicleWeightLaden
    -- according to ISO 14906
    -- according to ISO 14906
}

VehicleWidthOverallRange ::= SEQUENCE {
    lowerLimit      VehicleWidthOverall,
    upperLimit      VehicleWidthOverall
}

```

```

VehicleLengthOverall ::= Int1
-- same definition as in ISO 14906 in VehicleDimensions:
-- Nominal maximum overall length of the vehicle according to ISO 612,
-- in dm, rounded to the next dm

VehicleHeightOverall ::= Int1
-- same definition as in ISO 14906 in VehicleDimensions:
-- Nominal overall unladen height, according to ISO 612,
-- in dm, rounded to the next dm.

VehicleWidthOverall ::= Int1
-- same definition as in ISO 14906 in VehicleDimensions:
-- Nominal overall width, according to ISO 612, in dm, rounded to the next dm

VehicleMaxLadenWeight ::= Int2
-- same definition as in ISO 14906 in VehicleWeightLimits:
-- Maximum permissible total weight including payload, according to ISO 1176,
-- 10 kg units, rounded down to the next 10 kg step.

VehicleTrainMaximumWeight ::= Int2
-- same definition as in ISO 14906 in VehicleWeightLimits:
-- Maximum permissible weight of the complete vehicle train, as defined in ISO 1176,
-- 10 kg units, rounded down to the next 10 kg step

VehicleWeightUnladen ::= Int2
-- same definition as in ISO 14906 in VehicleWeightLimits:
-- Nominal unladen weight, according to ISO 1176,
-- 10 kg units, rounded down to the next 10 kg step

VehicleFirstAxleHeight ::= Int1
-- same definition as in ISO 14906 in VehicleAxles:
-- bonnet height, measured over the front axle, in dm, rounded to the next dm

VehicleAxlesNumber ::= Int1
-- same definition as in ISO 14906 in VehicleAxles:
-- tyre type and number of axles, including drop axles
-- for details refer to ISO 14906

VersionAndValidity ::= SEQUENCE {
    version          VersionID,
    validFrom        DateAndTime
}

Weekday ::= ENUMERATED {
    monday           (1),
    tuesday          (2),
    wednesday        (3),
    thursday         (4),
    friday           (5),
    saturday         (6),
    sunday           (7),
    notUsed          (8)
}

END

```

Annex B

(normative)

PICS proforma for the attributes

B.1 Introduction

This clause contains the Protocol Implementation Conformance Statements (PICS) proforma to be used for Front End implementation of the context description defined in clauses 6, 7 and 8 and in Annex A.

B.2 General

To evaluate conformance of a particular implementation, it is necessary to have a statement of which capabilities and options have been implemented. Such a statement is called an Implementation Conformance Statement (ICS) or more specific in case it covers transactions a Protocol Implementation Conformance Statements (PICS). This annex provides PICS templates, to be filled in by equipment suppliers.

B.3 Guidance and structure

The purpose of this PICS proforma is to provide a mechanism whereby a supplier of an implementation of the requirements defined in this part of ISO/TS 17575 may provide information about the implementation in a standardized manner.

The PICS proforma is subdivided into clauses for the following categories of information:

- identification of the implementation;
- identification of the protocol;
- global statement of conformance;
- PICS proforma tables.

B.4 Instruction for completing the PICS proforma

B.4.1 Definition of support

A capability is said to be supported if the Implementation Under Test (IUT) is able:

- to generate the corresponding operation parameters (either automatically or because the end user requires that capability explicitly);
- to interpret, handle and when required make available to the end user the corresponding error or result.

A protocol element is said to be supported for a sending implementation if it is able to generate it under some circumstances (either automatically or because the end user requires relevant services explicitly).

A protocol element is said to be supported for a receiving implementation if it is correctly interpreted and handled and also, when appropriate, made available to the end user.

B.4.2 Status column

This column indicates the level of support required for conformance to this part of ISO/TS 17575. The values are as follows:

- m mandatory support is required;
- o optional support is permitted for conformance to the standard. If implemented it must conform to the specifications and restrictions contained in the standard. These restrictions may affect the optionality of other items;
- c the item is conditional (support of the capability is subject to a predicate);
- c: m the item is mandatory if the predicate is true, optional otherwise;
- the item is not applicable;
- I the item is outside the scope of this PICS.

In the PICS proforma tables, every leading item marked “m” shall be supported by the IUT. Sub-items marked “m” shall be supported if the corresponding leading item is supported by the IUT.

B.4.3 Support column

This column shall be completed by the supplier or implementer to indicate the level of implementation of each item. The proforma has been designed such that values required are:

- Y yes, the item has been implemented;
- N no, the item has not been implemented;
- the item is not applicable;

All entries within the PICS proforma shall be made in ink. Alterations to such entries shall be made by crossing out, not erasing nor making the original entry illegible, and writing the new entry alongside. All such alterations to records shall be initialized by the staff making them.

B.4.4 Item reference numbers

Each line within the PICS proforma which requires implementation details to be entered is numbered at the left hand edge of the line. This numbering is included as a means of uniquely identifying all possible implementation details within the PICS proforma. This referencing is used both inside the PICS proforma, and for references from other test specification documents.

The means of referencing individual responses is done by the following sequence:

- a reference to the smallest enclosing the relevant item;
- a solidus character, '/';
- the reference number of the row in which the response appears;
- if, and only if, more than one response occurs in the row identified by the reference number, then each possible entry is implicitly labeled a, b, c, etc. from left to right, and this letter is appended to the sequence

B.5 PICS proforma for the Front End

B.5.1 Identification of the implementation

B.5.1.1 Identification of PICS

Item No	Question	Response
1	Date of statement (DD/MM/YY)	
2	PICS Serial Number	
3	System Conformance Statement Cross Reference	

B.5.1.2 Identification of the implementation and/or system

Item No	Question	Response
1	Service provider or EFC context name	
2	Service provider and EFC context identifier	
3	Version number	
4	Other information	

B.5.1.3 Identification of the Front End supplier

Item No	Question	Response
1	Organization name	
2	Contact name(s)	
3	Address	
4	Phone number(s)	
5	e-mail address	
6	Other information	

B.5.1.4 Identification of the Front End

Item No	Question	Response
1	Brand name	
2	Type, version	
3	Manufacturer ID	
4	Equipment class	
5	Serial number(s)	
6	Other information	

B.5.2 Identification of the standard

Item No	Question	Response
1	Title, Reference No, publication date of the Technical Specification	
2	Technical Specification version	
3	Implemented addenda	
4	Implementer's guide version number	
5	Implementation defect reports	
6	Other information	

B.5.3 Global statement of conformance

Are all mandatory capabilities implemented? (Yes/No)

NOTE 1 Answering "No" to this question indicates non-conformance to the specification. Non-supported mandatory capabilities are to be identified in the PICS, with an explanation of why the implementation is non-conforming, on pages attached to the PICS proforma.

B.5.4 PICS proforma tables

This part of the PICS proforma identifies the supported application context, the communication services and attributes (ADUs).

B.5.4.1 ADU and ADU Header

Item No	Element	Status	Support
1	Iso17575-3Adu	m	
2	AduAuthenticator	o	

B.5.4.2 Communication services support

Item No	Element	Status	Support
1	Iso17575-2 Communication services supported	m	

B.5.4.3 EFC Attributes

Item No	Element	Status	Support
1	TollContextOverview	m	
2	TariffTable	m	
3	TariffClassDefinition	m	
4	LocalVehicleClassDefinition	m	
5	TimeClassDefinition	o	
6	UserClassDefinition	o	
7	TollContextLayout	m	
8	ChargeReportingEvents	m	
9	ChargeReportConfiguration	m	

B.5.4.4 Toll Context overview

Item No	Element	Status	Support
1	tollSchemeName	o	
2	tollContextBoundingBoxes	o	
3	TollContextOverviewAuthenticator	o	

B.5.4.5 Toll scheme types

Item No	TollSchemeType	Status	Support
1	roadSectionPricing	o	
2	areaPricingDistance	o	
3	areaPricingTime	o	
4	cordonPricing	o	

B.5.4.6 Operational status

Item No	TollRegimeType	Status	Support
1	stopsOperationAt	o	

B.5.4.7 Tariff table and tariffs

Item No	Element	Status	Support
1	vat	o	
2	intervalScaleParameters	o	
3	offsetFee	o	
4	minFee	o	
5	thresholdFee	o	
6	maxFee	o	
7	roundingRule	o	
8	tariffTableAuthenticator	o	

B.5.4.8 Tariff class definitions and tariff classes

Item No	Element	Status	Support
1	localVehicleClasses	m	
2	timeClasses	o	
3	locationClasses	o	
4	userClasses	o	
5	tariffClassDefinitionAuthenticator	o	

B.5.4.9 Local vehicle class definitions and local vehicle classes

Item No	Element	Status	Support
1	ordinalElements	o	
2	priorityValue	o	
3	localVehicleClassDefinitionAuthenticator	o	

B.5.4.10 Nominal vehicle parameters

Item No	Element	Status	Support
1	vehicleClasses	m	
2	vehicleAxlesNumbers	o	
3	euroValues	o	

B.5.4.11 Ordinal vehicle parameters

Item No	Element	Status	Support
1	vehicleLengthOverall	o	
2	vehicleHeightOverall	o	
3	vehicleWidthOverall	o	
4	vehicleFirstAxlesHeight	o	
5	vehicleAxlesNumber	o	
6	vehicleMaxLadenWeight	o	
7	vehicleTrainMaximumWeight	o	
8	vehicleWeightUnladen	o	
9	vehicleWeightLaden	o	
10	euroValue	o	
11	copValue	o	
12	vehicleClass	o	
13	co2EmissionValue	o	

B.5.4.12 Time class definitions and time classes

Item No	Element	Status	Support
1	nominalElements	o	
2	ordinalElements	o	
3	priorityValue	o	
4	timeClassDefinitionAuthenticator	o	

B.5.4.13 Nominal time class parameters

Item No	Element	Status	Support
1	weekdays	o	
2	dates	o	
3	classesSetExternally	o	

B.5.4.14 Ordinal time class parameters

Item No	Element	Status	Support
1	weekdays	o	
2	absoluteTimeOfDay	o	
3	relativeTimePeriods	o	
4	periodsInYear	o	

B.5.4.15 User class definitions and user classes

Item No	Element	Status	Support
1	contractTypes	o	
2	actualNumberOfPassengers	o	
3	userClassDefinitionAuthenticator	o	

B.5.4.16 Toll context layout

Item No	Element	Status	Support
1	geoRefPoint	o	
2	tollContextAuthenticator	o	

B.5.4.17 Supported context layout types

Item No	Element	Status	Support
1	sectionPricingLayout	o	
2	areaPricingLayout	o	
3	cordonPricingLayout	o	

B.5.4.18 Section pricing layout description

Item No	Element	Status	Support
1	chargeObjectName	o	
2	chargeObjectRefPoint	o	
3	networkPoints	o	
4	pathStructureTowards	o	
5	pathStructureOnwards	o	
6	supportingInformation	o	
7	realDistance	o	
8	applicableTimeClasses	o	
9	storageRequired	o	

B.5.4.19 Point

Item No	Element	Status	Support
1	pointIdentifier	o	
2	absolutePointCoordinates	o	
3	relativePointCoordinates	o	

B.5.4.20 Link

Item No	Element	Status	Support
1	intermediatePoints	o	

B.5.4.21 Supporting Point

Item No	Element	Status	Support
1	distanceToNextRoad	o	

B.5.4.22 Area pricing layout description

Item No	Element	Status	Support
1	roadNetwork	o	

B.5.4.23 Road network objects in area pricing layout descriptions

Item No	Element	Status	Support
1	chargeObjectName	o	
2	chargeObjectRefPoint	o	
3	networkPoints	o	
4	supportingInformation	o	
5	applicableTimeClasses	o	

B.5.4.24 Cordon pricing layout description / Cordon border segment

Item No	Element	Status	Support
1	cordonEntryLocations	o	
2	cordonExitLocations	o	

B.5.4.25 Cordon entry location description

Item No	Element	Status	Support
1	applicableTimeClasses	o	