



NSAI
Standards

Standard Recommendation
S.R. CEN ISO/TS 16410-1:2011

Electronic fee collection - Evaluation of equipment for conformity to ISO/TS 17575-3 - Part 1: Test suite structure and test purposes (ISO/TS 16410-1:2011)

S.R. CEN ISO/TS 16410-1:2011

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English Version

**Electronic fee collection - Evaluation of equipment for conformity
to ISO/TS 17575-3 - Part 1: Test suite structure and test
purposes (ISO/TS 16410-1:2011)**

Perception du télépéage - Évaluation de la conformité de
l'équipement à l'ISO/TS 17575-3 - Partie 1: Structure de la
suite d'essais et objectifs des essais (ISO/TS 16410-
1:2011)

Elektronische Gebührenerfassung -
Konformitätsevaluierung von Equipment zur CEN ISO/TS
17575-3 - Teil 1: Struktur der Testfolge und Testabsichten
(ISO/TS 16410-1:2011)

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Foreword

This document (CEN ISO/TS 16410-1:2011) has been prepared by Technical Committee CEN/TC 278 “Road transport and traffic telematics”, the secretariat of which is held by NEN, in collaboration with Technical Committee ISO/TC 204 “Intelligent transport systems”.

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**Electronic fee collection — Evaluation
of equipment for conformity to
ISO/TS 17575-3 —**

**Part 1:
Test suite structure and test purposes**

*Perception du télépéage — Évaluation de la conformité de l'équipement
à l'ISO/TS 17575-3 —*

Partie 1: Structure de la suite d'essais et objectifs des essais





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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 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.

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ISO/TS 16410-1 was prepared by Technical Committee ISO/TC 204, *Intelligent transport systems*, in collaboration with Technical Committee CEN/TC 278, *Road Transport and Traffic Telematics*.

ISO/TS 16410 consists of the following parts, under the general title *Electronic fee collection — Evaluation of equipment for conformity to ISO/TS 17575-3*:

- *Part 1: Test suite structure and test purposes*
- *Part 2: Abstract test suites*

Introduction

This part of ISO 16410 is part of a set of standards that supports interoperability of autonomous EFC-systems, which includes ISO/TS 17575 parts 1 to 4 that define the EFC context data, their charge reports and their use of communication infrastructure.

Within the suite of EFC standards this conformance evaluation procedure defines the process and tests for conformity evaluation of Front End and Back End that comply with the requirements in ISO/TS 17575-3.

This part of ISO 16410 is intended to

- assess Front End and Back End capabilities,
- assess Front End and Back End behaviour,
- serve as a guide for Front End and Back End conformance evaluation and type approval,
- achieve comparability between the results of the corresponding tests applied in different places at different times, and
- facilitate communications between parties.

This part of ISO 16410 is based on

- ISO/TS 17575-3, and
- the ISO 9646 family of standards on conformance test methodology.

Electronic fee collection — Evaluation of equipment for conformity to ISO/TS 17575-3 —

Part 1: Test suite structure and test purposes

1 Scope

This part of ISO/TS 16410 specifies the test suite structure (TSS) and test purposes (TP) to evaluate the conformity of Front End and Back End to ISO/TS 17575-3.

The objective of this part of ISO/TS 16410 is to provide a basis for conformance tests for the Front End and the Back End in Electronic Fee Collection (EFC) based on autonomous on-board equipment (OBE) to enable interoperability between different equipment supplied by different manufacturers.

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 localise 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 is determined.

For more information regarding autonomous systems, please refer to ISO/TS 17575-3.

Testing of the following behaviours and functionalities is outside of the scope of this part of ISO/TS 16410:

- dynamic behaviour, i.e. sequence of messages and triggering events that must be exchanged/happen to fulfil certain charging scenarios;
- profiles and business logic built on top of particular pricing schemas;
- authentication, as its handling is not described in ISO/TS 17575-3;
- Front End behaviour with respect to optional data elements in ChargeReportConfiguration, as handling of configurations requesting presence/absence of parent data element, and absence/presence of child data element is not specified in ISO/TS 17575-3.

As ISO/TS 17575-3 does not specify any invalid behaviour of Front End and Back End, BI test purposes are not applicable for any test purpose group.

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