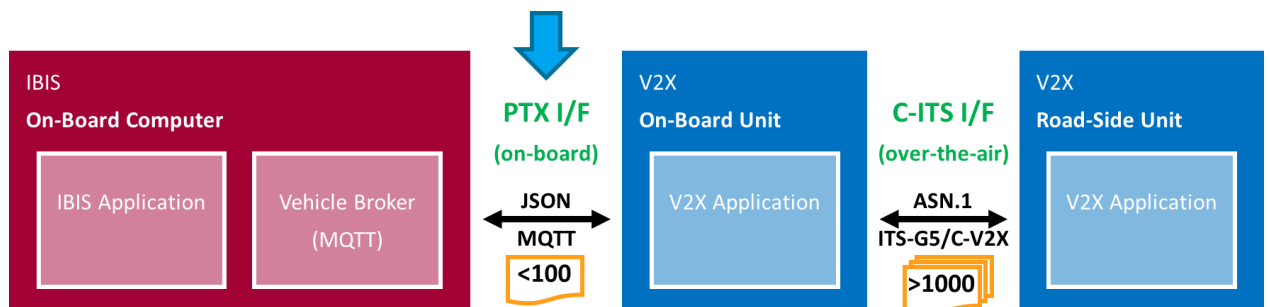




## C-ITS for Public Transport Vehicles

# PTX - Interface between IBIS and OBU



## Specifications

Version 2.0.0

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## 1 Introduction

### 1.1 Purpose

The BAST proposes in its recommendation “Nutzung der C2X-basierten ÖV-Priorisierung an signalisierten Knotenpunkten” [1] a stepwise implementation of C-ITS (V2X).

In its COSEL project [2], the DVB (Dresdener Verkehrsbetriebe) and the TU-Dresden (Technical University of Dresden) have implemented a signal phase assistant that helps the drivers to optimise their driving behaviour, leading to significant energy savings and increasing passenger satisfaction thanks to optimising the calls at stops.

The purpose of this document is to specify the message exchanges between an IBIS (on-board unit for AVL operation) and a V2X OBU (on-board unit communicating with the RSU), where the scope for the first version of this document is derived from the BAST recommendation and the COSEL project.

### 1.2 Acronyms

Term or Acronym	Definition
ACL	Access Control List
BAST	Bundesanstalt für Strassenwesen (= Federal Roads Office) in Germany
C-ITS	Cooperative Intelligent Transportation System: Synonym for V2X
C-V2X	Cellular V2X: 3GPP standard for V2X communication based on cellular technology
CAM	Cooperative Awareness Message: V2X message on the vehicle type, location, direction of travel and speed with which the vehicle draws attention to its presence and intention (can transport an R09.16 telegram as a transitory solution)
COSEL	Computer-Optimised Speed control for Energy-efficient Light-rails: The name of a project to save energy and optimise the timing at stops thanks to driver assistance based on real-time data of traffic signal control. Also, a countess at the Dresden court in the 18 <sup>th</sup> century.
ETA	Expected time of arrival (of the vehicle at the stop line of the junction)
ETSI	European Telecommunication Standards Institute: The body standardising C-ITS (V2X) communication in Europe. Builds on J2735.
IBIS	Integrated On-Board Information System: On-board computer installed in the vehicle by the ITCS supplier. From German: Integriertes Bord-Informations-System
ISO	International Standardisation Organisation: The body defining and maintaining global standards
ITS-G5	Intelligent Transport Systems G5: ETSI standard for V2X communication based on IEEE 802.11p, therefore also known as "WIFI-p".

Term or Acronym	Definition
J2735	SAE message dictionary for surface vehicle communication
JSON	JavaScript Object Notation
MAP	Map Message: V2X message that informs approaching vehicles of the layout of the junction with its lanes, connections, and signal groups
MQTT	Message Queue Telemetry Transport: Communication protocol used in the IoT space
OBU	On-board unit: V2X device in the vehicle that communicates with the RSU on the track and is connected to the on-board computer  Note: In the ETSI specifications relevant for V2X (C-ITS), the terms OBU and RSU are consistently used for such devices; this terminology is upheld in this document to avoid confusion
PCAP	Packet Capture: file format for network packet analysis; often used with the Wireshark analysis tool (of which later versions support J2735)
R09.16	Record 09 (16-byte version): A telegram originally defined in VDV specification 420 (a large number of variants exist), which is used for conventional traffic signal control via analogue or digital radio
RSU	Road-side unit: V2X device at the junction that communicates with the OBU in the vehicle and is connected to the junction controller (though in general not limited to junction controllers)  Note: In the ETSI specifications relevant for V2X (C-ITS), the terms OBU and RSU are consistently used for such devices; this terminology is upheld in this document to avoid confusion
SAE	Society of Automotive Engineers: The body standardising C-ITS (V2X) communication in the United States
SPAT	Signal Phase and Timing Message: V2X message (related to MAP), which informs approaching vehicles of the current phase and the forecasts for the next phases for each signal group at an intersection
SRM	Signal Request Message: V2X message (related to MAP) with which the vehicle requests its prioritisation (can transport an R09.16 telegram as a transitory solution)
SSM	Signal Status Message: V2X message (related to SRM) with which the traffic computer communicates the status of prioritisation
V2X	Vehicle-to-Everything Communication: new type of digital communication based on either "C-V2X" or "ITS-G5"
XML	Extensible Markup Language



### 1.3 Informative References

For the current specification, the following references are informative (they may be normative in other contexts):

# (DM#)	Document
1	BASt – Nutzung der C2X-basierten ÖV-Priorisierung an signalisierten Knotenpunkten <a href="https://bast.opus.hbz-nrw.de/files/2595/V353+BF+Gesamtversion.pdf">https://bast.opus.hbz-nrw.de/files/2595/V353+BF+Gesamtversion.pdf</a>
2	COSEL – Computer-Optimised Speed control for Energy-efficient Light-rails <a href="https://its-mobility.de/wp-content/uploads/III_05_Gassel_DVB_C-ITS-Forum_2024.pdf">https://its-mobility.de/wp-content/uploads/III_05_Gassel_DVB_C-ITS-Forum_2024.pdf</a>
3	C-ROADS – Current Version of C-Roads Harmonised C-ITS Specifications <a href="https://releases.c-roads.eu/">https://releases.c-roads.eu/</a>
4	ETSI TC ITS – Repository for C-ITS Specifications and ASN.1 Schemas <a href="https://forge.etsi.org/rep/ITS/asn1/">https://forge.etsi.org/rep/ITS/asn1/</a>

## 2 From Current Traffic Signal Priority to V2X-based Signal Phase Assistance

This chapter is INFORMATIVE.

### 2.1 Initial Situation

As per the year 2024, conventional traffic signal priority via analogue or digital radio based on VDV regulations 420 and 426 is based on pre-supplied reporting point chains: When passing a reporting point, the vehicle transmits an R09.16 telegram, which is transferred from the road-side radio receiver to the traffic signal controller.

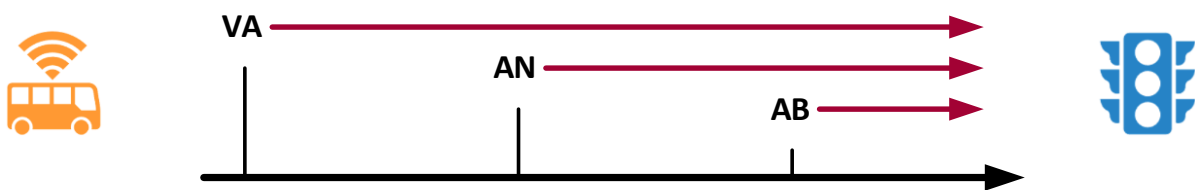


Figure 1: Traffic Signal Control According to VDV420

These telegrams represent either a pre-announcement (VA), an announcement (AN) or a cancellation (AB). Based on the information contained in the telegram, including the timetable deviation and the line, the traffic signal controller determines which priority the vehicle is given, and which lane is to be activated.

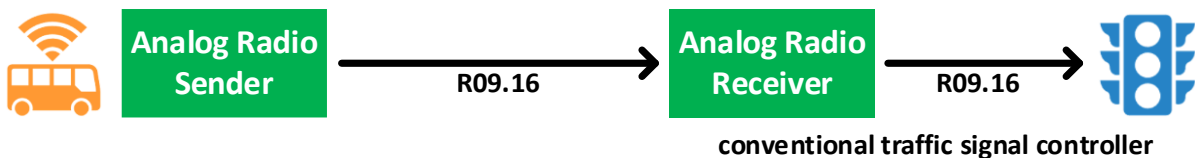


Figure 2: Conventional Traffic Signal Control via Analog Radio

The preparation of reporting point chains is time-consuming and has the disadvantage that the control centre cannot flexibly plan the routes while prioritising the vehicles at the same time, as the reporting point chains always activate the planned lane, even if another lane would be the correct one due to re-routing. Due to the lack of feedback, the driving personnel remain in the dark as to whether the prioritisation has been successful.

### 2.2 Restructuring of Analog Frequencies in Germany

At the end of 2028, the analogue radio frequencies used for traffic signal priority in Germany will be restructured: The channel grid will be reduced from 20 kHz to 12.5 kHz and some of the allocated frequencies will be moved to other frequency bands.

As a result, the analogue radio equipment (transmitters in the vehicles, receivers at the roadside) will have to be reprogrammed or even replaced. Various local authorities have decided to no longer invest in this technology, which dates back to the 1980s. Instead, they are planning to switch to modern "vehicle-to-everything" technology (V2X).

V2X is not limited to public transport and vehicles belonging to emergency services. In fact, private vehicles are already being equipped with it to communicate with each other and with the infrastructure. The digitalisation of traffic signal control is thus becoming a springboard for other applications that V2X technology makes possible.

## 2.3 Migration from Analog Radio to C-ITS

This technological quantum leap offers many opportunities but requires careful planning. The old and new technology must be kept in operation in parallel for several years.

In its recommendation for action "Use of C2X-based public transport prioritisation at signalised junctions ([1] chapter 3.3)", the Federal Roads Office (BAST) recommends the changeover in two stages:

- Stage 1: Prioritisation using "R09.16 embedded in CAM"
- Stage 2: Prioritisation using SRM/SSM (= "pure V2X")

Stage 1 is an interim solution that allows the V2X radio link (OBU in the vehicle, RSU at the intersection) to be rolled out quickly without having to replace the intersection controllers. The rollout can take place before the restructuring of the analogue radio frequencies takes effect.

Stage 2 is the desired state. The intersection controllers have been upgraded and are therefore ready for V2X. The full potential can be realised. The traffic signal phase assistant and other intelligent functions can now be implemented.

### 2.3.1 Stage 1A: Transitory Solution

As recommended by the BAST, the radio link is replaced by the tandem OBU ↔ RSU in the transitory solution.

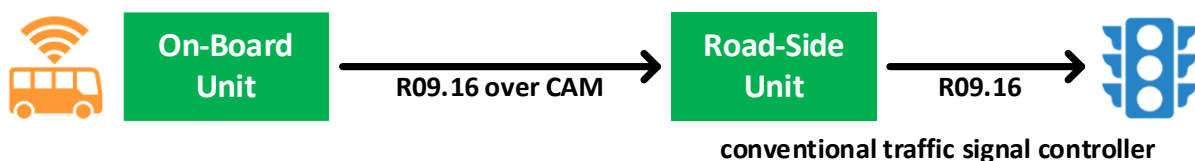


Figure 3: Traffic Signal Control via V2X (transitory solution)

Reporting point chains still must be supplied and the driver does not receive any feedback on prioritisation.

### 2.3.2 Stage 1B: Transitory Solution "Plus"

As part of the C-ROADS projects in Germany, the embedding of R09.16 telegrams in an SRM was also tested as an alternative to CAM. SRM can be relayed among V2X units (RSUs and OBUs) using "geo routing", extending the reach. In addition, the SSM is available as a response.

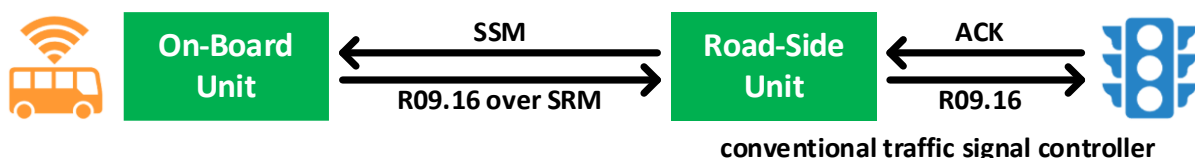


Figure 4: Traffic Signal Control via V2X (transitory solution "plus")

This extension of stage 1A to include a response is also based on the R09.16 telegram. This means that the signalling point chains supplied are still required.

Thanks to the feedback, it is possible to display on the vehicle control unit whether the prioritisation request has been received by the intersection computer and whether it has been accepted or rejected.

### 2.3.3 Stage 2A: Traffic Light Priority by means of V2X

As with stage 1B, in stage 2 the request is made using SRM, but without embedding an R09.16 telegram. This is made possible by a V2X-compatible traffic signal controller that transmits the MAP (= layout of the junction and its lanes). The SRM refers to these lanes and therefore no longer requires any reporting point chains.

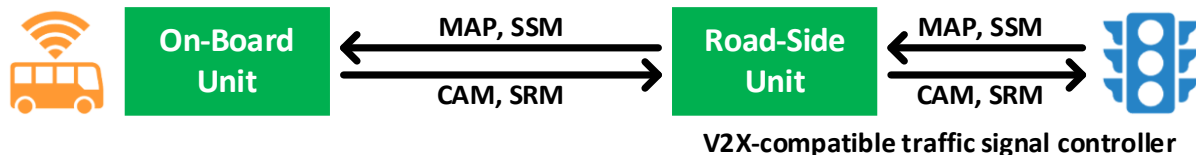


Figure 5: Traffic Signal Control via V2X

"The changeover from the familiar reporting point principle to quasi-continuous tracking of a public transport vehicle via V2X and sending SREMs to and from a traffic light node requires a rethink by traffic engineers and the expansion of existing control procedures or the development of new ones," writes the BAST in chapter 3.3 of its recommendation [1].

The transport operator can now save itself the time-consuming and tedious supply of the reporting point chains and gains flexibility in scheduling, as the public transport lines are no longer statically stored in the junction computer.

From the traffic engineers' point of view, the opportunity lies in the fact that valuable green phases are no longer wasted because the vehicles are permanently tracked.

### 2.3.4 Stage 2B: Signal Phase Assistance by means of V2X

Not only the SRM is based on the MAP, but also the SPAT. The OBU obtains information on when the signal changes from red to green or how long the green phase will last.

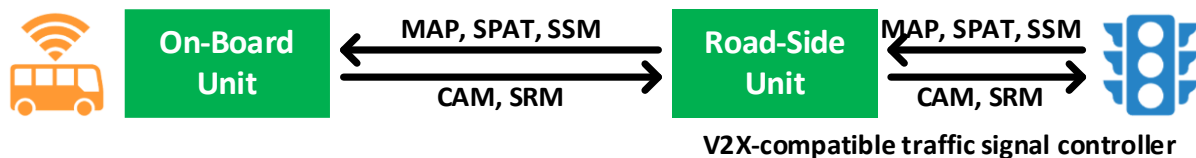


Figure 6: Traffic Signal Control and Traffic Signal Phase Assistance via V2X

The OBU forwards this information to the on-board computer, which uses it to derive driving recommendations for the driver and displays them on the driver terminal.

This allows the following two use cases to be realised – to the benefit of the transport operator:

1. energy-optimised approach to the junction
2. time-optimised departure from the stop

## 2.4 Future Extensions

V2X will over time evolve to enable more and more use cases, to increase security and smoothen the traffic flow. Without claiming completeness, a few of these use cases are sketched herein. To support such additional use cases, this specification will need to be extended.

#### **2.4.1 Dynamic Speed Limits**

Drivers of public transport vehicles can be informed about dynamic speed limits. The IBIS can use this information in various ways, e.g. for ETA calculations at the next stop, for routing decisions, or for speeding alerts to the driver.

#### **2.4.2 Warnings about Emergency Vehicles**

Drivers of public transport vehicles can be warned when emergency vehicles (police, fire fighters, ambulance) are approaching. This is not limited to intersections.

#### **2.4.3 Constriction Zone Coordination**

Buses often must coordinate when approaching a narrow passage or any other kind of constriction zone. This functionality is today available to coordinate between public transport buses, but private trucks may still cause buses getting stuck. Thanks to V2X, also the private vehicles can participate in constriction zone coordination.

#### **2.4.4 Safety of Vulnerable Road Users**

Intersections equipped with cameras or LIDARs can identify vulnerable road users (pedestrians, cyclists, bikers) and relay this information to vehicles. Drivers of public transport can thus be warned if VRUs are nearby.

### **2.5 Summary**

V2X requires cooperation between the local authority (for converting the traffic light systems) and the transport operator (for converting the vehicles). The effort is well worth the while: Once fielded, many other interesting applications can be realised based on V2X technology.

### 3 Architecture Overview

The IBIS on-board computer hosts an MQTT broker. This broker is the communication hub for all on-board communication in the future. This this document is foreseen to be contributed into the VDV-435 standard (aka. IoM, Internet of Mobility).

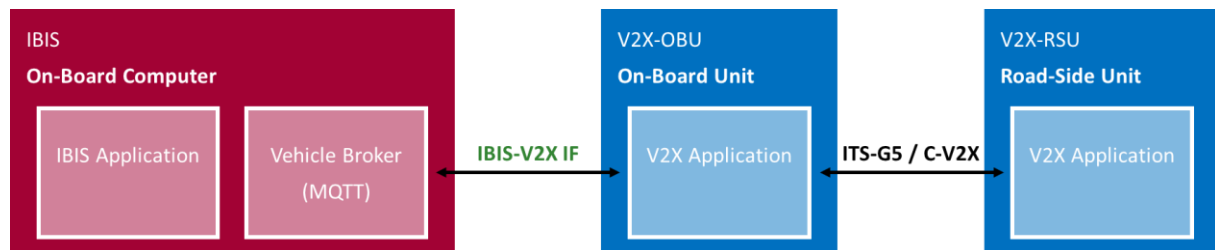


Figure 7: Architecture Overview

The V2X on-board unit (OBU) brokers between the “V2X world” and the “VDV world”. The V2X specifications have been conceived with a plethora of road users and use cases in mind. The services and information elements that are relevant to public transport are visible on the VDV side of the OBU.

#### 3.1 Objectives

This “IBIS-V2X” interface specification for has been created with the following objectives in mind:

- the IBIS is shielded from the complexities of the V2X (C-ITS) specs
- evolution of the V2X spec should not impact the VDV specs

Further requirements that the V2X module is expected to fulfil:

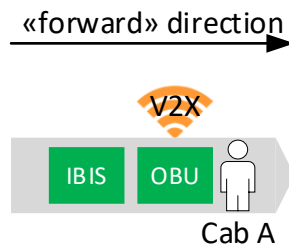
- support ETSI ITS-G5 (aka. IEEE 802.11p) or 3GPP C-V2X or both
- support firmware upgrade without on-board intervention
- follow the security best practices as per chapter 3.3

#### 3.2 Vehicle Compositions

This section illustrates various deployment scenarios. The purpose of of these scenarios is to show how V2X OBUs can be deployed to uni-directional and bi-directional vehicles (the latter might be fitted with two OBUs) and that the vehicles may or may not be coupled to form train compositions.

##### 3.2.1 Single Uni-Directional Vehicle

This situation is a typical bus deployment. It may also arise when a uni-directional rail car is currently not coupled with any other cars.

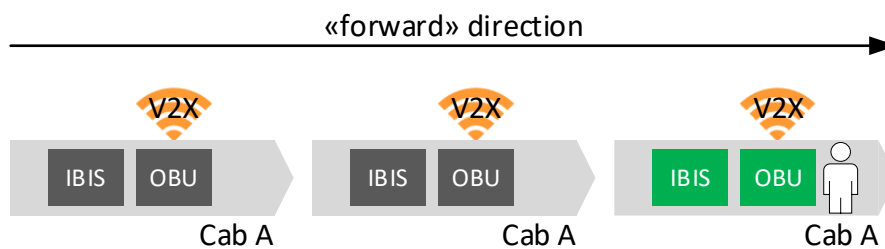


**Figure 8: Single Uni-Directional Vehicle**

There is only a single driver cab “A”, which may be occupied or unoccupied. The “forward driving direction” is always the same. Positive speed denotes forward motion, negative speed denotes backward motion. The geo location of the vehicle indicates the front of the driver cabin.

### 3.2.2 Coupled Uni-Directional Vehicles

This situation arises when uni-directional rail cars are coupled to form a train composition.



**Figure 9: Coupled Uni-Directional Vehicles**

Each car has a driver cab “A”, but only the front one may be occupied or unoccupied. The “forward driving direction” is always the same. Positive speed denotes forward motion, negative speed denotes backward motion. The geo location of the vehicle indicates the front of the active driver cabin.

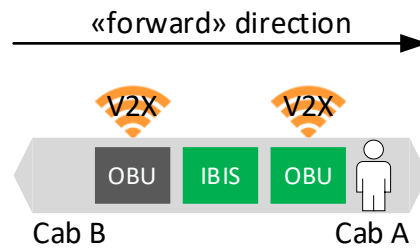
On all vehicles, the IBIS is expected to be wired to the “driver cab” signal. It shall provide this information to the OBU by means of the “OperationalStatus” message (c.f. chapter 7.2.4), in order to avoid extra cabling. In some cases, the OBU may be wired to the “driver cab” signal directly.

Within the train, only a single OBUs may be “active” at any given time.

- active: the OBU may exchange V2X messages (in particular CAM and SRM) with the RSU and MQTT messages pertaining to V2X (c.f. chapter 8) with the IBIS
- inactive: the OBU may only receive V2X messages from the RSU and MQTT messages from the IBIS, with the exception of messages pertaining to device management and logging (c.f. chapter 6) which it shall still send as specified

### 3.2.3 Single Bi-Directional Vehicle

This situation arises when a bi-directional rail car is currently not coupled with any other cars.



**Figure 10: Single Bi-Directional Vehicle**

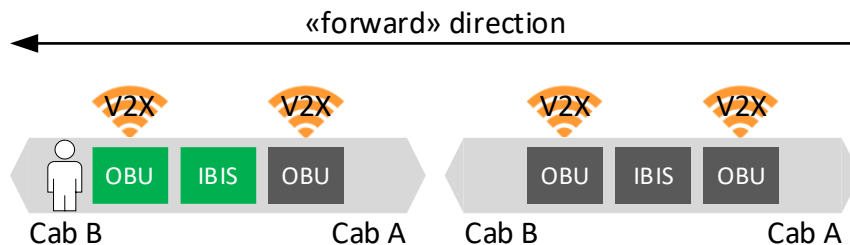
The vehicle has both a driver cab “A” and a driver cab “B”, but only one of them may be occupied or unoccupied. The “forward driving direction” changes as a function of the occupied driver cab. Forward (positive speed) and backward (negative speed) motion are expressed with respect to the occupied driver cab. The geo location of the vehicle indicates the front of the active driver cabin.

There may or may not be two OBUs in a bi-directional vehicle. If there are two OBUs, then they will be assigned to one driver cab each. Within the vehicle, only one of the two OBUs may be active at any given moment.

The IBIS is expected to be wired to the “driver cab” signals. It shall provide this information to the OBU, in order to avoid extra cabling. In some cases, the OBUs may be wired to the “driver cab” signals directly.

### 3.2.4 Coupled Bi-Directional Vehicles

This situation arises when bi-directional rail cars are coupled to form a train composition.



**Figure 11: Coupled Bi-Directional Vehicle**

No matter how many vehicles, and how many driver cabins per vehicle, only one of the driver cabins, on either end of the train, will be occupied. As in the other depicted scenarios, the IBIS is expected to be wired to the “driver cab” signals and to provide this information to the OBU.

The figure shows a change in the “forward direction”. This means that geo location and speed of the vehicle are now expressed in terms of the active driver cab “B”.

Note: Upon a head change of a train, the geo location can teleportate dozens or even hundreds of metres.



### 3.3 Security Considerations

Both the IBIS and the OBU require protection:

- protecting the IBIS protects by extension the operations control backend, which is considered a critical infrastructure
- protecting the OBU protects by extension the air interface: the aim is to minimise the risk of an attacker taking over the OBU and manipulating traffic control or even causing safety-relevant situations

The following best practices<sup>1</sup> should be implemented (applies to MQTT broker, MQTT client libraries, and application software of both the IBIS and the OBU):

- implement secure authentication and authorization
- enable encryption
- regularly update and patch
- monitor for anomalies
- follow secure coding practices

As far as this specification is concerned, the point of control from security perspective is the MQTT broker. Wherever it resides, on the IBIS, on the OBU, or elsewhere, the clients (the IBIS application, the OBU application) need to establish a secure connection (TLS) and to authenticate themselves (username+password or client certificate).

Furthermore, it must be ensured that:

1. only authenticated devices can connect to the broker
2. the connected devices communicate only as per the respective specifications (in this case PTX), and in particular can not
  - subscribe to any messages (on topics) that are none of their business
  - publish any messages (to topics) that they are not entitled to publish
3. the devices validate the received messages before processing

How exactly this is achieved will depend on the MQTT broker product and on the MQTT client library. Typically, there will be a "user account" on the broker for each authorised device. This user account has associated read/write permissions on parts of the topic tree.

As a first guard against buffer overflow attacks (which could open the door to injection of malicious code), on the broker, there will be a configured maximum message size. The clients shall protect themselves to be immune to oversized messages or to messages that do not fit the defined schema.

Whether username+password or client certificates are used for authentication, how often the credentials are refreshed, or how the process of updating them works, will depend on the project or customer.

### 3.4 Device Discovery

The broker URL is considered to be known to all devices (through DNS-SD or configuration). Once connected to the broker, and knowing the PTX root topic (through configuration), the devices may perform mutual discovery by subscribing to the Device Presence messages published by the peer device(s).

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<sup>1</sup> [https://medium.com/@\\_crac/understanding-mqtt-cves-vulnerabilities-and-best-practices-b9f71c44f6da](https://medium.com/@_crac/understanding-mqtt-cves-vulnerabilities-and-best-practices-b9f71c44f6da)

The device should first subscribe to the topic “<root>/<version>/+/+/device/presence”. Thanks to the wildcards, it will receive version messages from all devices connected to the broker. Thus, it can determine the parts of the topic structure - <publisher type> and <publisher id> - to subscribe to. For instance, the OBU can determine <publisher id> of IBIS (<publisher type>=IBIS) and it can then subscribe to the correct topics.

## 4 Implementation Guide

This chapter is INFORMATIVE.

### 4.1 Implementation Packages

This section divides the PTX specification into recommended implementation packages and lists the V2X messages that are mapped to each package:

Implementation Package	PTX Messages	V2X Messages
System Monitoring Integration (MANDATORY)	Device → Device (or Bridge) - Device Presence - Device Version Info - Device Health Info Device (or Bridge) → Device - Command Trigger	--
Capability Negotiation (MANDATORY)	OBU → IBIS - Capabilities IBIS → OBU - Configuration	--
Log Integration (RECOMMENDED)	IBIS → Device - Log Level Configuration Device → IBIS - Log Message	--
Power Management (RECOMMENDED)	IBIS → Device - Power State Device → IBIS - Power Request	--
Air Interface Monitoring (RECOMMENDED)	OBU → IBIS - Sent Message (any) - Received Message (any) PCAP Recording	(any message)
Vehicle Operation (MANDATORY)	IBIS → OBU - Vehicle Info - Operational Logon - Operational Journey - Operational Status	CAM - Basic Container - Low Frequency Container - High Frequency Container - Public Transport Container
R09 Legacy Integration (MANDATORY for "BAST stage 1", otherwise RECOMMENDED)	IBIS → OBU - R09 Request OBU → IBIS - R09 Response (optional)	R09.16 over CAM - pre-serialized R09 telegram R09.16 over SRM - OCIT container

Implementation Package	PTX Messages	V2X Messages
Intersection Support (MANDATORY for “BAST stage 2”, otherwise RECOMMENDED)  improved by: - Vehicle Operation (scheduled timing at stops)	IBIS → OBU - Path Definition - Path Location OBU → IBIS - Intersection Map - Intersection Phase - Intersection Status	MAP, SPAT, SRM, SSM  OBU performs: - movement selection - ETA calculation - priority requests

## 4.2 BASt Stages and C-ROADS Use Cases

This section identifies the BASt “stages” (as per chapter 2.3) and C-ROADS “use cases” (and their enabling implementation packages) that are addressed in the current scope of this specs:

Stage and Use Cases	Implementation Packages
BASt Stage 0: Ego Vehicle  C-ROADS Use Cases: - PVD-VDC	Vehicle Operation
BASt Stage 1A: Traffic signal priority transitory solution (R09 over CAM)  C-ROADS Use Cases: - SI-TLP	R09 Legacy Integration - pre-serialized R09 telegram
BASt Stage 1B: Traffic signal priority transitory solution (R09 over SRM)  C-ROADS Use Cases: - SI-TLP	R09 Legacy Integration - OCIT container
BASt Stage 2A: Traffic signal priority for public transport vehicles  C-ROADS Use Cases: - SI-TLP	Intersection Support
BASt Stage 2B: Energy-optimised junction approach for public transport vehicles  C-ROADS Use Cases: - SI-SPTI - SI-GLOSA	Intersection Support
BASt Stage 2B: Time-optimised departure from stop for public transport vehicles  C-ROADS Use Cases: - SI-SPTI - SI-GLOSA	Intersection Support Vehicle Operation (the conveyed information helps the OBU improve its ETA calculations when the vehicle is serving a stop)
BASt Stage 2B: Navigation assistance  C-ROADS Use Cases: - SI-SPTI - SI-GLOSA	Intersection Support - count-down to next phase change - early lane guidance

## 5 Protocol

### 5.1 Message Transport

The following guidelines apply for all clients:

Item	Guideline
Protocol	The application protocol is MQTT v5
Security	Security options: <ul style="list-style-type: none"><li>• MQTT over TLS (port 8883) or MQTT over IP (port 1883)</li><li>• server certificate for the MQTT broker: publicly verifiable or self-signed</li><li>• method of client authentication: username+password or client certificate</li></ul>
Payload	the MQTT payload can be “binary” or “text”: <ul style="list-style-type: none"><li>• binary: indicates that the message format is Protobuf</li><li>• text: indicates that the message format is JSON (UTF-8)</li></ul> Notes: <ul style="list-style-type: none"><li>• At least the initial prototyping will be using JSON only. If no performance issues will be found, a switch to protobuf, though currently not excluded, will never be required.</li><li>• For air interface mirroring the payload will depend on the encoding of the message.</li></ul>

### 5.2 Message Encoding

The following guidelines apply for all messages:

Item	Guideline
Schema	For conciseness, the Protobuf schema has been used to specify the messages. A derived (generated) JSON schema representation will be provided. Source code shall be generated from the JSON schema, not from the Protobuf schema.  Note: Arrays of arrays cannot be represented in Protobuf and are therefore not used. This keeps the door open for a later migration to Protobuf, should such a decision be taken.
Header	There is a common header for each message, initially consisting of the following attributes: timestamp, version.
Versioning	The messages shall be extensible without creating any compatibility issues.  Only as a very last resort – if compatibility cannot be achieved – shall the major version be incremented. The version applies to all messages that are defined in the same set of schema files. The frame itself is not versioned.
Encoding	The messages shall be serialised as JSON, using the canonical mapping as defined in the following page: <a href="https://protobuf.dev/programming-guides/proto3/#json">https://protobuf.dev/programming-guides/proto3/#json</a> .  Note the special rules for mapping the following non-primitive data types to JSON: <ul style="list-style-type: none"><li>• google.protobuf.Timestamp → string (as per RFC 3339)</li><li>• google.protobuf.Duration → string (number with fractional digits, followed by “s”)</li><li>• google.protobuf.StringValue → string (nullable)</li><li>• google.protobuf.FloatValue → number (nullable)</li><li>• google.protobuf.DoubleValue → number (nullable)</li><li>• google.protobuf.BoolValue → true   false (nullable)</li><li>• google.protobuf.Int32Value → number (nullable)</li></ul> For all timestamps within this specification, the notation with offset (±HH:mm wrt. UTC) in local wallclock time is mandatory. “T” shall be used to separate date and time. The precision shall be milliseconds. Synchronisation of time and timezone information is not in scope of this document.
Extensibility	The protobuf schema definitions shall have extensibility in mind. These best practices shall apply: <a href="https://protobuf.dev/programming-guides/dos-donts/">https://protobuf.dev/programming-guides/dos-donts/</a> .

Item	Guideline
<b>Optionality</b>	<p>Optional attributes shall be included in the message if, and only if, the publisher knows the value:</p> <ul style="list-style-type: none"> <li>If the value is known to the publisher (depending on the situation), it <u>must</u> be provided.</li> <li>If the value is unknown to the publisher, the attribute must not be provided. It is not permitted to provide the attribute with a value that is deemed outside of the valid range.</li> </ul> <p>In Protobuf, unset attributes are set to default upon de-serialisation and hence cannot be distinguished from explicit default values. Therefore, optionality of an attribute is expressed by using a Protobuf wrapper instead of a primitive type. In the generated JSON schema, there is no wrapper and unset attributes are set to “undefined” upon de-serialisation.</p>
<b>Requiredness</b>	<p>Requiredness of an attribute is expressed by marking the attribute with the JSON generator field option “required”. This property will be present in the JSON schema.</p>
<b>Maximum Size</b>	<p>The maximum size for incoming messages is 5 MByte. Received messages that exceed this maximum size shall be discarded without parsing and without attempting to log the content.</p>

### 5.3 Message Header

The message header is common to all messages. It is defined as follows:

Item	Definition
<b>Structure (Protobuf 3)</b>	<pre>message PtxHeader {     google.protobuf.Timestamp timestamp = 1 [required = true]; // [RFC 3339, 3 decimals] time of sending     string version = 2 [required = true]; // this version = 2.0.0 } // the header is not versioned -- only compatible extensions!!</pre>

Attribute definitions:

Attribute	Definition
<b>timestamp</b>	<p>The timestamp when the message was sent. Each party shall ensure that it is synchronized to UTC.</p> <p>For all timestamps within this specification, the notation with offset (±HH:mm wrt. UTC) in local wallclock time is mandatory. “T” shall be used to separate date and time. The precision shall be milliseconds. Synchronisation of time and timezone information is not in scope of this document.</p>
<b>version</b>	<p>The version identifies the schema version of the message (“msg”). The version shall reflect the semantic version (3 parts: “&lt;major&gt;.&lt;minor&gt;.&lt;patch&gt;”). It shall be the same for all published messages. The major version is in addition reflected in the topic structure.</p> <p>The rough definition of the 3 parts is as follows:</p> <ul style="list-style-type: none"> <li>major: breaking change</li> <li>minor: functional extension</li> <li>patch: correction, removal of ambiguity, resolution of contradiction</li> </ul> <p>Preferably, the messages are extended in a compatible manner, not requiring the major version to be incremented. Only optional attributes can be added in a minor version.</p>

## 5.4 Message Topics

Topics are structured by the intended publisher of each message, in order to simplify access permissions on the message broker. The structure shall be composed as follows:

Element	Examples	Definition
<b>&lt;root&gt;</b>	"ptx" "a/b/c"	[1..N levels; N is defined by the deployment] The root topic structure allows the PTX topic structure to be embedded into the deployment-specific topic structure defined for the particular broker.  If no other definition exists, "ptx" should be used as the root topic.
<b>&lt;version&gt;</b>	"v2"	[1 level] The (numeric) major version of this specification, preceded by "v".  When a device supports publishing multiple major versions, it shall publish each version feature complete on its own, so as not to require a subscriber to subscribe to multiple major version topics.
<b>&lt;publisher type&gt;</b>	"ibis" "obu"	[1 level] The device type of the publisher.  For this specification, "ibis" shall be used for the ITCS on-board computer, and "obu" shall be used for the V2X on-board unit.
<b>&lt;publisher id&gt;</b>	"companyX:1234"	[1 level] The ID of the publishing device, unique within its device type.
<b>&lt;subscriber type&gt;</b>	"ibis" "obu"	[0..1 level; provided if defined for the particular message, otherwise omitted]  The device type of the addressee.  For this specification, "ibis" shall be used for the ITCS on-board computer, and "obu" shall be used for the V2X on-board unit.
<b>&lt;subscriber id&gt;</b>	"companyX:4321"	[0..1 level; provided if defined for the particular message, otherwise omitted]  The ID of the addressed device, unique within its device type.
<b>&lt;subtopic&gt;</b>	"device/health" "v2x/intersection/<intersection id>/map" "v2x/r09/request/<reporting point nr>" "air/out/<msg type>/<encoding rule>"	[2..N levels; N is defined by the message type] The subtopic structure onto which a particular message is published. It is defined for each message type.  The first part [2..N levels] identifies the message type and thereby the schema.  The second part [0..N levels] identifies objects to which the messages pertain or contains metadata.  The second part is relevant: <ul style="list-style-type: none"> <li>• for retained messages (→ retain the last message <u>per object</u>)</li> <li>• for convenient filtering (e.g. for analysis of an intersection)</li> <li>• to convey metadata about the message (e.g. encoding rule)</li> </ul>

The topic structure is preceded by a root topic, followed by the major version. The next two topic levels contain the device type and device id of the publishing device. For messages that are intended for a specific receiver, the device type and device id are used as the following two topic



levels. Whether a message is general or intended for a specific device depends on the particular message type.

The <root> topic may consist of an arbitrary amount of levels. If no other definition exists in a particular deployment, “ptx” shall be used as the root topic.

The <version> shall contain the major version of this specification, preceded by a “v”, e.g. “v2”. When publishing multiple major versions, each version should be feature complete on its own, and not require a subscriber to subscribe to multiple major version topics.

For the <device type> part, the following strings shall be used:

- “obu”: on-board unit (OBU) for V2X communication
- “ibis”: integrated on-board information system (aka. automatic vehicle location system)

The <device id> needs to be unique within the device type.

It is foreseeable that the topic structure will need to be changed when contributing this specification into VDV 435. Some flexibility (configurability) will hence be required until the topic structure can be considered “frozen”. At least the root topic should be configurable.

The following table presents an overview of the defined topics and suggests access permissions. It is however up to the implementation to decide on such access permissions (ACL).

Prefix	Topic	Publisher	Subscriber	Bridge	IBIS	OBU	other
<b>Device Management</b>							
<root>/<version>/<pub. type>/<pub. id>	device/powerstate	only IBIS	any device	R	W	R	R
<root>/<version>/<pub. type>/<pub. id>	<sub. type>/<sub. id>/device/loglevel	only IBIS	specific device	W	W	R	R
<root>/<version>/<pub. type>/<pub. id>	<sub. type>/<sub. id>/device/cmdtrigger	only IBIS	specific device	W	R	R	R
<root>/<version>/<pub. type>/<pub. id>	device/powerrequest	any device	only IBIS	R	R	W	W
<root>/<version>/<pub. type>/<pub. id>	device/log/<tag>	any device	only IBIS	R	R	W	W
<root>/<version>/<pub. type>/<pub. id>	device/presence	any device	any device	R	W	W	W
<root>/<version>/<pub. type>/<pub. id>	device/version	any device	only IBIS	R	W	W	W
<root>/<version>/<pub. type>/<pub. id>	device/health	any device	only IBIS	R	W	W	W
<b>Operational Information</b>							
<root>/<version>/<pub. type>/<pub. id>	operation/vehicleinfo	only IBIS	any device	R	W	R	R
<root>/<version>/<pub. type>/<pub. id>	operation/logon	only IBIS	any device	R	W	R	R
<root>/<version>/<pub. type>/<pub. id>	operation/journey	only IBIS	any device	R	W	R	R
<root>/<version>/<pub. type>/<pub. id>	operation/status	only IBIS	any device	R	W	R	R
<b>V2X-specific Messages</b>							
<root>/<version>/<pub. type>/<pub. id>	<sub. type>/<sub. id>/v2x/config	only IBIS	specific OBU	R	W	R	-
<root>/<version>/<pub. type>/<pub. id>	v2x/path/definition	only IBIS	only OBU	R	W	R	-
<root>/<version>/<pub. type>/<pub. id>	v2x/path/location	only IBIS	only OBU	R	W	R	-
<root>/<version>/<pub. type>/<pub. id>	v2x/r09/request/<reporting point nr>	only IBIS	only OBU	R	W	R	-

Prefix	Topic	Publisher	Subscriber	Bridge	IBIS	OBU	other
<root>/<version>/<pub. type>/<pub. id>	v2x/capabilities	only OBU	only IBIS	R	R	W	-
<root>/<version>/<pub. type>/<pub. id>	v2x/r09/response/<reporting point nr>	only OBU	only IBIS	R	R	W	-
<root>/<version>/<pub. type>/<pub. id>	v2x/intersection/<intersection id>/map	only OBU	only IBIS	R	R	W	-
<root>/<version>/<pub. type>/<pub. id>	v2x/intersection/<intersection id>/phase	only OBU	only IBIS	R	R	W	-
<root>/<version>/<pub. type>/<pub. id>	v2x/intersection/<intersection id>/status	only OBU	only IBIS	R	R	W	-
<b>Air Interface Mirroring</b>							
<root>/<version>/<pub. type>/<pub. id>	air/out/<message type>/<encoding rule>	only OBU	only IBIS	R	R	W	-
<root>/<version>/<pub. type>/<pub. id>	air/in/<message type>/<encoding rule>	only OBU	only IBIS	R	R	W	-

## 5.5 Message Expiration

To avoid garbage (e.g. MAP messages of intersections that no longer exist or have been reconfigured to use a different ID) to accumulate in the broker, all messages shall be published with an expiry of no more than 100 hours. Depending on the type of message, the expiry may be shorter. The message expiry feature is one of the reasons why MQTT v5 must be used.

The intended expiry duration is defined for each retained message.

## 5.6 Message Repetition

Some messages are to be repeated even if there is no change. The intended repetition rate is defined for each such message.

## 5.7 Message Attributes

The attributes of the MQTT “publish” messages shall be used as follows:

Attribute	Definition
<b>topic</b>	c.f. message definitions
<b>payload</b>	message content
<b>qos</b>	c.f. message definitions
<b>retain</b>	c.f. message definitions
<b>expiry</b>	c.f. message definitions (never >100 hours, should be configurable per message)
<b>payload format indicator</b>	1 (= UTF-8)
<b>content type</b>	application/json (or other MIME type if permitted as per §5.2)

## 6 Device Management and Logging

These messages are not application-specific. The overlap with messages that have been defined in the context of IBIS-IP (VDV301) is intended, in order to allow the V2X OBUs to use only the broker-based interface, without the need for IBIS-IP services.

### 6.1 Enumeration Types

#### 6.1.1 Module Class

Value	Definition
CLASS_HW	Hardware module.
CLASS_FW	Firmware module.
CLASS_OS	Operating system module.
CLASS_SW	Application software module.
CLASS_DATA	Operational data supply.
CLASS_CFG	Configuration data (settings).

#### 6.1.2 Reachability

Value	Definition
REACHABLE_DIRECT	The device reports its health directly to the broker.
REACHABLE_YES	The publisher acts as a proxy and can currently reach the device (and is therefore able to report the device's health to the broker).
REACHABLE_NO	The publisher acts as a proxy and cannot currently reach the device (and is therefore currently unable to report the device's health to the broker).

#### 6.1.3 Activation

Value	Definition
STATUS_UNKNOWN	The activation status of the device is unknown because it is not reachable.
STATUS_ACTIVE	The device is active and shall be monitored.
STATUS_INACTIVE	The device is inactive. It will not send any updates for a while, but this is normal and shall not trigger any monitoring alerts.

#### 6.1.4 Health

Value	Definition
<b>HEALTH_UNKNOWN</b>	The health of the device is unknown because it is not reachable.
<b>HEALTH_OK</b>	The device is fully operational and there is nothing to report.
<b>HEALTH_INFO</b>	The device reports an anomaly which does not impair its function. The details are provided in the "reason" attribute.
<b>HEALTH_YELLOW</b>	The device reports an anomaly which does impair its function. Whether or not this health status can be used in a meaningful way depends on the device. The details are provided in the "reason" attribute.
<b>HEALTH_RED</b>	The device is strongly impaired or even not available. The details are provided in the "reason" attribute.

#### 6.1.5 Trigger

Value	Definition
<b>TRIGGER_REBOOT</b>	This command triggers the device to reboot. Needs not to be supported by all devices.
<b>TRIGGER_PUBLISH</b>	This command triggers the device to publish "something". The "args" attribute (which is application-specific) lets the device know how to interpret this trigger.

#### 6.1.6 Log Level

Value	Definition
<b>LEVEL_OFF</b>	When used to control the log level, this log level nothing shall be logged. This level cannot be used in any log message.
<b>LEVEL_FATAL</b>	When used to control the log level, this log level indicates that only fatal errors (anomalies hindering the device from working) shall be logged. When used in a log message, this log level indicates that the reported anomaly is a fatal error (the device does not work as intended)
<b>LEVEL_ERROR</b>	When used to control the log level, this log level indicates that only errors and fatal errors (anomalies preventing normal execution) shall be logged. When used in a log message, this log level indicates that the reported anomaly is indeed an error (not all functions work fine).
<b>LEVEL_WARNING</b>	When used to control the log level, this log level indicates that errors and fatal errors (anomalies preventing normal execution) and warnings shall be logged. When used in a log message, this log level indicates that the reported anomaly is indeed a warning (something unexpected happened).
<b>LEVEL_INFO</b>	When used to control the log level, this log level indicates that errors and fatal errors (anomalies preventing normal execution), warnings and information messages shall be logged. When used in a log message, this log level indicates that the reported message is indeed just for information (significant to the purpose).

### 6.1.7 Power State

Value	Definition
<b>POWER _ACTIVE</b>	Power is normally available and there is currently no plan to switch it off.
<b>SWITCH _OFF _PLANNED</b>	Power is available and it is planned to switch it off at the indicated time. The peripheral devices can request an extension, e.g. to complete a data transfer.
<b>SWITCH _OFF _IMMINENT</b>	Power is available and it will be switched off at the indicated time. The peripheral devices can no longer request any extensions and must ensure that power off does not lead to any inconsistent states.

## 6.2 IBIS-to-Device Messages

### 6.2.1 Power State

Item	Definition
<b>Name</b>	PtxDmPowerState
<b>Purpose</b>	This information helps the OBU (and any other device) to decide on its own activation level
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/device/powerstate [publisher type = "ibis", publisher id = IBIS ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxDmPowerState {   io.ptx.proto.PtxHeader msg_header = 1 [required = true];   PtxDmEnum.DmDevicePowerStateEnum power_state = 2 [required = true];   google.protobuf.BoolValue ignition_on = 3;   google.protobuf.BoolValue comm_available = 4;   google.protobuf.BoolValue bulk_available = 5;   google.protobuf.Timestamp shutdown_not_before = 6; // [RFC 3339, cf. §5.2] } </pre>
<b>Retain</b>	true (expiry: 20 minutes; frequency: every 10 minutes or upon change)
<b>QoS</b>	1
<b>Behaviour of publisher (IBIS)</b>	<p>When the ignition is switched off, the devices should go to sleep after a while in order not to drain the battery. The IBIS will indicate that a switch-off is planned. The devices can request an extension.</p> <p>One minute (= grace period) before really switching off, it will indicate that a switch-off is imminent. The devices can now no longer request any extension.</p> <p>When the grace period has expired, the IBIS will switch off the devices by means of the LK2 signal.</p>
<b>Behaviour of Subscriber (OBU)</b>	The OBU adapts its activation level in line with the power state. When the switch-off is imminent, it terminates any activities that might leave it in an inconsistent state, such as writing to permanent storage.

Attribute definitions:

Attribute	Definition
<b>power state</b>	The current power state indicated by the on-board computer.
<b>ignition on</b>	<p>Indicates if the ignition is currently on (true) or off (false).</p> <p>[absent ⇔ the information is momentarily or due to the publisher's capabilities not available]</p>
<b>comm available</b>	<p>Indicates that communication is currently available (true) or unavailable (false). This usually means that a mobile network connection is available.</p> <p>[absent ⇔ the information is momentarily or due to the publisher's capabilities not available]</p>
<b>bulk available</b>	<p>Indicates that communication for bulk data transfer is currently available (true) or unavailable (false). This usually means that a WIFI connection is available.</p> <p>When available, bulk uploads and downloads are allowed without any limitations.</p> <p>When not available, bulk uploads or downloads should preferably be avoided. Whether or not they are allowed at all in this situation is subject to customer requirements and hence needs to be configurable.</p> <p>[absent ⇔ the information is momentarily or due to the publisher's capabilities not available]</p>
<b>shutdown not before</b>	<p>This timestamp indicates the earliest time when the power will be switched off. Depending on the power state, the device may request an extension. The extended time will be reflected in this attribute.</p> <p>[present ⇔ the power state is either SWITCH_OFF_PLANNED or SWITCH_OFF_IMMINENT]</p>

## 6.2.2 Log Level Configuration

Item	Definition
<b>Name</b>	PtxDmLogLevel
<b>Purpose</b>	This message tells the addressed device from which log level onwards to publish on the broker
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/<sub. type>/<sub. id>/device/loglevel [publisher type = "ibis", publisher id = IBIS ID, subscriber type = "obu", subscriber id = OBU ID]
<b>Structure (Protobuf 3)</b>	<pre>message PtxDmLogLevel {   io.ptx.proto.PtxHeader msg_header = 1 [required = true];   PtxDmEnum.DmDeviceLogLevelEnum level = 2 [required = true]; }</pre>
<b>Retain</b>	true (expiry: 50 hours; frequency: every 24 hours or upon change)
<b>QoS</b>	1
<b>Behaviour of OBU</b>	The OBU publishes log messages as per the configured level (and higher).

Attribute definitions:

Attribute	Definition
<b>log level</b>	The desired log level that the device should use to publish log messages.

## 6.2.3 Command Trigger

Item	Definition
<b>Name</b>	PtxDmTrigger
<b>Purpose</b>	This message is used to trigger a command on the addressed device.
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/<sub. type>/<sub. id>/device/cmdtrigger [publisher type = "ibis", publisher id = IBIS ID, subscriber type = "obu", subscriber id = OBU ID]
<b>Structure (Protobuf 3)</b>	<pre>message PtxDmTrigger {   io.ptx.proto.PtxHeader msg_header = 1 [required = true];   PtxDmEnum.DmDeviceTriggerEnum cmd = 2 [required = true];   repeated string args = 3; }</pre>
<b>Retain</b>	false (!!)
<b>QoS</b>	2
<b>Behaviour of OBU</b>	If supported, the command is to be executed immediately. In case of a reboot, the device shall first publish its health status with activation status <code>_INACTIVE</code> . This allows the system monitoring tool to avoid raising any alarms while the OBU is rebooting.

Attribute definitions:

Attribute	Definition
<b>cmd</b>	The command to be executed by the device.
<b>args</b>	Any arguments that the command may require, as a list of strings (application-specific).

## 6.3 Device-to-IBIS Messages

### 6.3.1 Power Request

Item	Definition
<b>Name</b>	PtxDmPowerRequest
<b>Purpose</b>	This information lets the OBU (or any other device) request power, e.g. during a firmware update.
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/device/powerstate [publisher type = "obu", publisher id = OBU ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxDmPowerRequest {   io.ptx.proto.PtxHeader msg_header = 1 [required = true];   google.protobuf.Timestamp extension = 2 [required = true]; // [RFC 3339, cf. §5.2]   bool comm_request = 3 [required = true];   bool bulk_request = 4 [required = true]; } </pre>
<b>Retain</b>	false
<b>QoS</b>	2
<b>Behaviour of IBIS</b>	<p>After the IBIS has indicated that the switch-off is planned, it will wait until none of the peripherals requests an extension or until all the requested extensions have expired or until a maximum time has passed (to save the vehicle battery in case of erroneous extensions). After that, the IBIS will indicate that the switch-off is imminent and will then switch off the LK2 signal.</p> <p>Whenever a request for extension is received, a new Power State message shall immediately be published, whether the information content has changed.</p>
<b>Behaviour of OBU</b>	If the OBU performs operations that should not be interrupted, it shall request an extension for power and optionally for communication.

Attribute definitions:

Attribute	Definition
<b>extension</b>	Requesting an extension – of the grace period until the power is switched off – is optional. If an extension requested by means of this message, then the flags "comm request" and "bulk request" can be used to express the need for communication.
<b>comm request</b>	The device requests communication to be available until the power is switched off. If not provided, this flag defaults to false. If communication for bulk transfer is requested at the same time, this flag has no effect.
<b>bulk request</b>	The device requests communication for bulk transfer to be available until the power is switched off. If not provided, this flag defaults to false.



### 6.3.2 Log Message

All on-board devices (including the OBU) shall publish their logs to the broker, as per the defined log level.

Item	Definition
<b>Name</b>	PtxDmLogMessage
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/device/log/<tag> [publisher type = "obu", publisher id = OBU ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxDmLogMessage {   io.ptx.proto.PtxHeader msg_header = 1 [required = true];   google.protobuf.Timestamp timestamp = 2 [required = true]; // [RFC 3339, 3 decimals]   PtxDmEnum.DmDeviceLogLevelEnum level = 3 [required = true];   string tag = 4 [required = true];   string msg = 5 [required = true]; }</pre>
<b>Retain</b>	false
<b>QoS</b>	0
<b>Behaviour of OBU</b>	The OBU publishes log messages as per the configured level (and higher). The same tag is used as part of the topic and within the message.

Attribute definitions:

Attribute	Definition
<b>timestamp</b>	<p>The timestamp when the log message was created. Each party shall ensure that it is synchronized to UTC.</p> <p>For all timestamps within this specification, the notation with offset (<math>\pm</math>HH:mm wrt. UTC) in local wallclock time is mandatory. "T" shall be used to separate date and time. The precision shall be milliseconds. Synchronisation of time and timezone information is not in scope of this document.</p>
<b>level</b>	The log level to which this message pertains.
<b>tag</b>	The device must attach an arbitrary tag to the log message, to aid tracing certain features across log messages that are written by different modules.
<b>msg</b>	<p>The log message is a clear text in English. The structure and content of the log message is intentionally not defined. Its purpose is to let field engineers understand what is going on.</p> <p>As an example, the field engineer could trigger a self-test of the OBU and then check the logs against what is documented in the engineering manual.</p> <p>This logging is explicitly not intended for log analysis by developers.</p>

### 6.3.3 Device Presence

This message is used for mutual on-board device discovery.

Item	Definition
<b>Name</b>	PtxDmVersion
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/device/presence [publisher type = "obu", publisher id = OBU ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxDmPresence {   io.ptx.proto.PtxHeader msg_header = 1 [required = true];   string description = 2 [required = true];   boolean active; } </pre>
<b>Retain</b>	true (expiry: 50 hours; frequency: every 24 hours or upon change)
<b>QoS</b>	1
<b>Behaviour of Publisher</b>	<p>All on-board devices (IBIS, OBU, possibly other) shall behave as follows:</p> <ul style="list-style-type: none"> <li>When establishing the connection to the broker, the device shall provide this message (with "active = false") as the last-will-and-testament message to the same topic.</li> <li>After establishing the connection to the broker, the device shall immediately publish this message (with "active = true").</li> </ul>

Attribute definitions:

Attribute	Definition
<b>description</b>	The description shall allow a field engineer to find and identify the device in the vehicle. This description should be identical to the "description" field of the Device Health Info message.
<b>active</b>	Flag indicating whether or not the device is currently active (i.e. connected to the MQTT broker).

### 6.3.4 Device Version Info

All on-board devices (including the OBU) shall report their version information upon boot and whenever changed while in operation. Customers may require this information to be forwarded to a central network monitoring system.

Item	Definition
<b>Name</b>	PtxDmVersion
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/device/version [publisher type = "obu", publisher id = OBU ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxDmVersion {     message DmModuleVersion {         PtxDmEnum.DmDeviceModuleClassEnum class = 1 [required = true];         string name = 2 [required = true];         string version = 3 [required = true];     }      io.ptx.proto.PtxHeader msg_header = 1 [required = true];     string description = 2 [required = true];     repeated DmModuleVersion module = 3; } </pre>
<b>Retain</b>	true (expiry: 50 hours; frequency: every 24 hours or upon change)
<b>QoS</b>	1
<b>Behaviour of Publisher</b>	<p>The "device version publisher" shall</p> <ul style="list-style-type: none"> <li>publish a message upon each change of version information. The publisher might act as a proxy for other devices and thus publish version information for more than one device type or device</li> <li>publish a complete message every time, including all known versions</li> </ul>

Attribute definitions:

Attribute	Definition
<b>description</b>	The description shall allow a field engineer to find and identify the device in the vehicle. This description should be identical to the "description" field of the Device Health Info message.
<b>module</b>	<p>A list of substructures. Each substructure pertains to an internal module for which the device reports version information.</p> <p>The list of modules for which to report version information is up to the device. However, the list should not be empty. At least the main SW (or FW) version is expected to be provided, and preferably also a HW version.</p>
<b>module .class</b>	The module class. The main categories are hardware, software, and data. These categories are further subdivided into module classes.
<b>module .name</b>	<p>The name of the module. In most cases, the module type is sufficient. In case there are multiple modules of the same type, the name must allow them to be distinguished.</p> <p>It is recommended, but not required, to use the ":" sign if the module name is made up of different parts.</p>
<b>module .version</b>	The version of the module. This is an arbitrary string that is defined by the device manufacturer.

### 6.3.5 Device Health Info

All on-board devices (including the OBU) shall periodically (every 5-30 secs) report their health. Customers may require this information to be forwarded to a central network monitoring system.

Item	Definition
<b>Name</b>	PtxDmHealth
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/device/health [publisher type = "obu", publisher id = OBU ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxDmHealth {     message DmResourceUsage {         float cpu = 1 [required = true]; // [0%..100%, max. 1 decimal] overall CPU Load (running average)         float ram = 2 [required = true]; // [0%..100%, max. 1 decimal] usage of the RAM         float disk = 3 [required = true]; // [0%..100%, max. 1 decimal] usage of <u>the</u> (exactly 1) monitored partition     }      io.ptx.proto.PtxHeader msg_header = 1 [required = true];     string description = 2 [required = true];     PtxDmEnum.DmDeviceReachabilityEnum reachability = 3 [required = true];     PtxDmEnum.DmDeviceActivationEnum activation = 4 [required = true];     PtxDmEnum.DmDeviceHealthEnum health = 5 [required = true];     google.protobuf.StringValue reason = 6;     DmResourceUsage usage = 7;     int32 uptime = 8 [required = true]; // [s] time since last boot } </pre>
<b>Retain</b>	true (expiry: 75 hours; frequency: every 5 minutes)
<b>QoS</b>	1
<b>Behaviour of Publisher</b>	<p>The "device health publisher" shall</p> <ul style="list-style-type: none"> <li>publish a message upon each change of status. The publisher might act as a proxy for other devices and thus publish status information for more than one device type or device</li> <li>publish a complete message every time, including all known values</li> <li>at least description, health, and reason (if not healthy) are mandatory</li> </ul>

Attribute definitions:

Attribute	Definition
<b>description</b>	The description shall allow a field engineer to find and identify the device in the vehicle. This description should be identical to the "description" field of the Device Version Info message.
<b>reachability</b>	<p>In case the device reports its own health, the reachability is "direct". If the device acts as a proxy to report the health of a connected device, the reachability indicates whether or not the connected device is currently reachable.</p> <p>The reachability has an impact on the other attributes.</p>
<b>activation</b>	<p>A device can indicate whether or not it is currently active. If the device is active, the device must publish its health in regular intervals. If the device is inactive, it needs not publish its health.</p> <p>Before becoming inactive (sleep or shutdown), the device shall publish a health message with an "inactive" state. When the device is inactive, the system monitoring tool needs not create any alerts for this device.</p> <p>If a proxied device cannot be reached, its activation is "unknown".</p>
<b>health</b>	This is the main health status of the device. It must always be provided, even if detailed usage information is included in the message.
<b>reason</b>	<p>If the health status is not OK, the reason must be given in a plain English message that allows a field engineer to understand the problem.</p> <p>[absent <math>\Leftrightarrow</math> the health status is OK]</p>
<b>usage</b>	<p>A single substructure. The substructure is optional. If provided, it groups usage information for its most important resources: CPU, RAM, disk.</p> <p>[absent <math>\Leftrightarrow</math> the device is unable to provide usage information]</p>

Attribute	Definition
<b>usage .cpu</b>	The current load (non-idle time) of the CPU (all cores combined) in % (max. 1 decimal).
<b>usage .ram</b>	The current usage of the RAM in % (max. 1 decimal).
<b>usage .disk</b>	The current usage of the monitored disk partition in % (max. 1 decimal). Which (of several) partitions to monitor is up to the implementaiton. Typically, only the partition where data or log files are written needs to be monitored, whereas OS and application partitions need not be monitored.
<b>uptime</b>	The uptime of the device in seconds (no decimals).

## 7 Operational Information

These messages are specific to public transportation, but not specific to the integration of V2X OBUs. The overlap with messages that have been defined in the context of IBIS-IP (VDV301) is intended, in order to allow the V2X OBUs to use only the broker-based interface, without the need for IBIS-IP services.

### 7.1 Enumeration Types

#### 7.1.1 Vehicle Category

Value	Definition
CAT_OTHER	The category of the vehicle is unknown, or it doesn't fit into any of the other categories.
CAT_BUS	The vehicle is a bus. This includes any kind of bus: trolley or regular, articulated or standard, double or single decker, rapid or slow, ...
CAT_TROLLEY	The vehicle is a trolley bus or a bus that is capable of in-motion charging. This includes buses that can cover some parts of their journey on battery only.
CAT_TRAM	The vehicle is a tram. This means that it shares the space with road vehicles at least on some stretches of rail and may use road intersections.
CAT_RAIL	The vehicle is a rail vehicle that never shares the space with road vehicles. This includes any kind of rail vehicle with the exception of trams: light or heavy rail, subway, magnetic rail, ...
CAT_FUNI	The vehicle is a rail shuttle on a dedicated linear track. V2X may be used at terminals or alongside the track cable.
CAT_GONDOLA	The vehicle is a suspended shuttle on a dedicated linear track. V2X may be used at terminals or alongside the suspension cable.
CAT_FERRY	The vehicle is a ferryboat or other water bound vehicle. V2X may be used at terminals.

#### 7.1.2 Location Status

Value	Definition
LOC_NONE	The vehicle is not currently logged onto a journey or pattern. Hence, there is no logical location.
LOC_OFF_COURSE	The vehicle is logged onto a journey or pattern but is not on-course. This situation is called off-course.
LOC_ON_COURSE	The vehicle is logged onto a journey or pattern. It is either located at a stop or between stops and on the intended path between the previous and the next stop. This situation is called on-course.

#### 7.1.3 Priority Level

Value	Definition
PRIO_NORMAL	When approaching an intersection, if the capabilities allow, traffic light priority shall be requested.
PRIO_OFF_AT_STOP	The vehicle is currently located at a stop, and it might take a longer break. Despite being in commercial operation, no traffic light priority shall be requested.
PRIO_OFF	The vehicle is currently not in commercial operation. No traffic light priority shall be requested.

#### 7.1.4 Driver Cab Activation

Value	Definition
CAB_NONE	No driver cab is currently active.
CAB_A	The driver cab A is currently active.
CAB_B	The driver cab B is currently active.

#### 7.1.5 Door Side

Value	Definition
DOOR_SIDE_NONE	The vehicle has no passenger doors (e.g. an emergency vehicle).
DOOR_SIDE_LEFT	The passenger doors (in driving direction of currently active driver cab) are on the left-hand side of the vehicle.
DOOR_SIDE_RIGHT	The passenger doors (in driving direction of currently active driver cab) are on the right-hand side of the vehicle.
DOOR_SIDE_BOTH	The vehicle has passenger doors on both sides.

## 7.2 IBIS-to-Device Messages

Operational information is published by the IBIS on-board computer. It is addressed “to whom it may concern”, including the OBU.

### 7.2.1 Vehicle Info

This message lets the IBIS provide information about the vehicle to the OBU, so that the latter knows the static and low-frequency information pertaining to the “regular” CAM (without R09 payload). Note that the dimensions of a vehicle can change due to coupling (e.g. a trailer).

Item	Definition
Name	PtxOiVehicleInfo
Topic	<root>/<version>/<pub. type>/<pub. id>/operation/vehicleinfo [publisher type = “ibis”, publisher id = IBIS ID]
Structure (Protobuf 3)	<pre> message PtxOiVehicleInfo {   io.ptx.proto.PtxHeader msg_header = 1 [(protoc.gen.jsonschema.field_options).required = true];   PtxOiEnum.OiVehicleCategory category = 2 [(protoc.gen.jsonschema.field_options).required = true];   google.protobuf.StringValue type = 3; // for debugging only, non-null and non-empty if provided   google.protobuf.BoolValue is_public_service_vehicle = 4; // gravity towards psv lanes   google.protobuf.BoolValue is_emergency_vehicle = 5; // might overtake other vehicles or disrespect traffic lights   PtxOiEnum.OiDoorSide door_side = 6; // can be used for lane selection   google.protobuf.BoolValue has_trailer = 7; // true indicates presence of trailers   google.protobuf.Int32Value nof_vehicles = 8; // &gt;1 indicates coupling (tram or train)   google.protobuf.FloatValue weight = 9; // [kg, 0 decimals] sum for whole train   google.protobuf.FloatValue length = 10; // [m, max. 2 decimals] sum for whole train   google.protobuf.FloatValue width = 11; // [m, max. 2 decimals] max for whole train   google.protobuf.FloatValue height = 12; // [m, max. 2 decimals] max for whole train   google.protobuf.Int32Value capacity = 13; // [pax] sum for whole train   google.protobuf.StringValue plate = 14; // non-null and non-empty if provided   google.protobuf.StringValue vin = 15; // non-null and non-empty if provided } </pre>
Retain	true (expiry: 50 hours; frequency: every 24 hours or upon change)
QoS	1
Behaviour of IBIS	The IBIS shall provide the vehicle info at startup and only upon change. This may happen during operation, when trailers or vehicles are coupled.

Attribute definitions:

Attribute	Definition
category	The vehicle category. Compared to the vehicle types defined in V2X, the list is extended to cover also other public transport vehicle types which are commonly used, and which may benefit from V2X technology.
type	The vehicle type as a string. This is for debugging only. [absent ⇔ the information is momentarily or due to the publisher's capabilities not available]
is public service vehicle	If true, this vehicle is a public service vehicle (gravitates towards psv-specific lanes). [absent ⇔ the information is momentarily or due to the publisher's capabilities not available]
is emergency vehicle	If true, this vehicle is an emergency vehicle (might overtake or disrespect red lights). [absent ⇔ the information is momentarily or due to the publisher's capabilities not available]
door_side	The side where the vehicle has passenger doors. Typically, if a vehicle has passenger doors on the right-hand side, it will use the right-most of the lanes that allow the intended movement (vice-versa for vehicles with doors on the left-hand side). [absent ⇔ the information is momentarily or due to the publisher's capabilities not available]
has_trailer	If true, this vehicle has a trailer. Typically, trailers are used for buses. [absent ⇔ the information is momentarily or due to the publisher's capabilities not available]



Attribute	Definition
<b>nof_vehicles</b>	<p>if &gt;1, multiple vehicles have been coupled together to form a train. This could also be a road train, consisting of vehicles operated in convoy mode.</p> <p>Each vehicle is assumed to have an IBIS on-board computer and one or two V2X on-board unit(s), but only the IBIS on-board computer in the leading vehicle is active. The activation of the OBUs depend on the “active driver cab” information.</p> <p>[absent ⇔ the information is momentarily or due to the publisher’s capabilities not available]</p>
<b>weight</b>	<p>The vehicle’s (or train’s) <u>empty</u> weight in kilograms. In case of a train, this is the sum of all coupled vehicles.</p> <p>The empty weight might influence the vehicle’s priority at the intersection.</p> <p>[absent ⇔ the information is momentarily or due to the publisher’s capabilities not available]</p>
<b>length</b>	<p>The vehicle’s (or train’s) overall length in meters. In case of a train, this is the sum of all coupled vehicles.</p> <p>[absent ⇔ the information is momentarily or due to the publisher’s capabilities not available]</p>
<b>width</b>	<p>The vehicle’s (or train’s) width in meters. In case of a train, this is the maximum width of all coupled vehicles.</p> <p>[absent ⇔ the information is momentarily or due to the publisher’s capabilities not available]</p>
<b>height</b>	<p>The vehicle’s (or train’s) height in meters. In case of a train, this is the maximum height of all coupled vehicles.</p> <p>[absent ⇔ the information is momentarily or due to the publisher’s capabilities not available]</p>
<b>capacity</b>	<p>The vehicle’s (or train’s) overall passenger capacity in pax. In case of a train, this is the sum of all coupled vehicles.</p> <p>[absent ⇔ the information is momentarily or due to the publisher’s capabilities not available]</p>
<b>plate</b>	<p>The vehicle’s licence plate.</p> <p>[absent ⇔ the information is momentarily or due to the publisher’s capabilities not available]</p>
<b>vin</b>	<p>The globally unique “vehicle identification number”.</p> <p>[absent ⇔ the information is momentarily or due to the publisher’s capabilities not available]</p>

## 7.2.2 Operational Logon

The operational logon message combines various attributes that relate to the vehicle's current operational logon (and thereby to the task that the vehicle is executing). Its purpose is to convey the operational (logical) logon in a similar way as today's VDV-300 (IBIS) vehicle bus.

To be meaningful, IDs that jointly comprise the logon information must be linked back to the data supply (of network and timetable data).

Item	Definition
<b>Name</b>	PtxOiOperationalLogon
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/operation/logon [publisher type = "ibis", publisher id = IBIS ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxOiOperationalLogon { // IDs refer to VDV452 and VDV455B   io.ptx.proto.PtxHeader msg_header = 1 [required = true];   string vehicle_id = 2 [required = true]; // VDV452/443 VEHICLE(FAHRZEUG)::VEHICLE_NO(FZG_NR)   google.protobuf.StringValue driver_id = 3; // VDV455B DRIVER(PERSONAL)::DRIVER_NR(FAHRER_NR)   google.protobuf.StringValue block_id = 4; // VDV452/310 BLOCK::BLOCK_NO(UM_UID)   google.protobuf.StringValue journey_id = 5; // VDV452/715 JOURNEY(REC_FRT)::JOURNEY_NO(FRT_FID)   google.protobuf.StringValue pattern_id = 6; // VDV452/226 LINE(REC_LID)::ROUTE_NO(ROUTEN_NR)   google.protobuf.StringValue line_id = 7; // VDV452/226 LINE(REC_LID)::LINE_NO(LI_NR)   google.protobuf.StringValue direction_id = 8; // VDV452/226 LINE(REC_LID)::DIRECTION(LI_RI_NR)   google.protobuf.StringValue run_id = 9; // VDV452/715 JOURNEY(REC_FRT)::RUN(LI_KU_NR) }</pre>
<b>Retain</b>	true (expiry: 20 minutes; frequency: every 10 minutes or upon change)
<b>QoS</b>	1
<b>Behaviour of Publisher</b>	<p>The following applies:</p> <ul style="list-style-type: none"> <li>all currently known values shall be provided in every message (apart from driver ID which may be restricted)</li> <li>the message shall be republished upon every change of an attribute (typically at the start of every journey, typically every 30..60 minutes)</li> </ul>

Attribute definitions:

Attribute	Definition
<b>vehicle id</b>	<p>The ID of the vehicle. This ID is not the same as the VIN (vehicle identification number) which is used in different contexts as the globally unique vehicle ID.</p> <p>Ref.: VDV452/443 vehicle(fahrzeug)::vehicle_no(fzg_nr)</p>
<b>driver id</b>	<p>The ID of the driver. The driver ID might not always be available due to data protection regulations.</p> <p>Ref.: VDV455B driver(personal)::driver_nr(fahrer_nr)</p> <p>[absent ⇔ the information is momentarily or due to the publisher's capabilities not available]</p>
<b>block id</b>	<p>The ID of the block (= sequence of journeys).</p> <p>Ref.: VDV452/310 block::block_no(um_uid)</p> <p>[absent ⇔ the information is momentarily or due to the publisher's capabilities not available]</p>
<b>journey id</b>	<p>The ID of the journey (= sequence of calls).</p> <p>Ref.: VDV452/715 journey(rec_frt)::journey_no(frt_fid)</p> <p>[absent ⇔ the information is momentarily or due to the publisher's capabilities not available]</p>
<b>pattern id</b>	<p>The ID of the pattern (= sequence of stop points) underlying the journey.</p> <p>Ref.: VDV452/226 line(rec_lid)::route_no(routen_nr)</p> <p>[absent ⇔ the information is momentarily or due to the publisher's capabilities not available]</p>
<b>line id</b>	<p>The ID of the line (= grouping of patterns).</p> <p>Ref.: VDV452/226 line(rec_lid)::line_no(li_nr)</p> <p>[absent ⇔ the information is momentarily or due to the publisher's capabilities not available]</p>

Attribute	Definition
<b>direction id</b>	The ID of the direction (= grouping of patterns within a line). Ref.: VDV452/226 line(rec_lid)::direction(li_ri_nr) [absent ⇔ the information is momentarily or due to the publisher's capabilities not available]
<b>run id</b>	The ID of the run (= together with the line, identifier of a block). Ref.: VDV452/715 journey(rec_frt)::run(li_ku_nr) [absent ⇔ the information is momentarily or due to the publisher's capabilities not available]

### 7.2.3 Operational Journey

The operational journey message provides information pertaining to the journey that the vehicle is currently executing. Its purpose is to convey the journey in a similar way as today's VDV-300 (IBIS) vehicle bus.

To be meaningful, IDs that jointly comprise the logon information must be linked back to the data supply (of network and timetable data).

Item	Definition
Name	PtxOiOperationalJourney
Topic	<root>/<version>/<pub. type>/<pub. id>/operation/journey [publisher type = "ibis", publisher id = IBIS ID]
Structure (Protobuf 3)	<pre> message PtxOiOperationalJourney { // IDs refer to VDV452    message OiJourneyCall {      message OiStopPoint {       string id = 1 [required = true]; // if planned stop point: VDV452/253 STOP(REC_ORF)::POINT_NO(ORT_NR)       string name = 2 [required = true]; // stop short name + "-" + point nr (for debugging purposes)       google.protobuf.DoubleValue lat = 3; // [deg WGS-84, -90..+90, pos. = N] mandatory if available       google.protobuf.DoubleValue lon = 4; // [deg WGS-84, -180..+180, pos. = E] mandatory if available       google.protobuf.FloatValue heading = 5; // [deg 0..360, 0 = true north, 90 = east] mandatory if available     }      message OiCallData {       google.protobuf.Timestamp timestamp = 1 [required = true]; // [RFC 3339, cf. §5.2]     }      int32 call_seq = 1 [required = true]; // [#, 1-based]     OiStopPoint stop_point = 2 [required = true]; // stop point at which the vehicle calls     OiCallData arrival_data = 3; // information pertaining to the arrival     OiCallData departure_data = 4; // information pertaining to the departure     google.protobuf.FloatValue dist_to_next_stop = 5; // [m, max. 1 decimal]     google.protobuf.BoolValue do_not_dwell = 6; // indication that vehicle must continue even if ahead of time     google.protobuf.Int32Value typical_dwell_time = 7; // [s]   }    io.ptx.proto.PtxHeader msg_header = 1 [required = true];   google.protobuf.StringValue journey_id = 2 [required = true]; // VDV452/715 JOURNEY(REC_FRT)::JOURNEY_NO(FRT_FID)   repeated OiJourneyCall call = 3; // ordered list of scheduled calls of this journey } </pre>
Retain	true (expiry: 20 minutes; frequency: every 10 minutes or upon change)
QoS	1
Behaviour of Publisher	<p>The following applies:</p> <ul style="list-style-type: none"> <li>the complete scheduled journey shall be provided</li> <li>upon logoff from the journey, an empty message shall be published to clear it</li> </ul>

Attribute definitions:

Attribute	Definition
journey_id	The ID of the journey (= sequence of calls). Ref.: VDV452/715 journey(rec_frt)::journey_no(frt_fid)
call	A list of substructures. Each substructure pertains to a call (= visit at a stop point) of the journey. Each journey must have at least 2 elements: the first (= departure) and the last (= arrival) call.
call.call_seq	The 1-based sequence number of the call within its journey. This sequence number is referred to from the logical location.

Attribute	Definition
<b>call .stop point</b>	A single substructure denoting the stop point where the vehicle will call along its journey. The stop point coordinates will in general not be very precise. It is furthermore important to consider that the vehicle will in general not stop precisely at this stop point. Not only will there be a lateral difference. The longitudinal distance will typically be greater. In case of long platforms, vehicles may stop behind each other.
<b>call .stop point .id</b>	The ID of the stop point at which the vehicle calls. Ref.: VDV452/253 stop(rec_ort)::point_no(ort_nr) Note: use a non-colliding ID for ad-hoc stop points (that are not part of the planning data)
<b>call .stop point .name</b>	The name of the stop point as a string. This name is provided for debugging purposes. It is typically constructed from the stop short name and the stop point number within the stop.
<b>call .stop point .lat</b>	The latitude of the stop point in degrees WGS-84, -90..+90, positive = north (6 or 7 decimals). [absent ⇔ the information is not available]
<b>call .stop point .lon</b>	The longitude of the stop point in degrees WGS-84, -180..+180, positive = east (6 or 7 decimals). [absent ⇔ the information is not available]
<b>call .stop point .heading</b>	The heading of the stop point in degrees, 0..360, 90 = east (0..1 decimals). The heading will in general be quite accurate, but this is not guaranteed. In some cases, the heading has been observed to be pointing 180° into the wrong direction. [absent ⇔ the information is not available]
<b>call .arrival data</b>	A single substructure pertaining to the arrival of the vehicle at the stop point. Should be provided for all calls but the first. [absent ⇔ the information is not available]
<b>call .arrival data .timestamp</b>	The timestamp when the vehicle is scheduled to arrive at the stop, after any time offsets that result from a dispatch action have been applied.
<b>call .departure data</b>	A single substructure pertaining to the departure of the vehicle from the stop point. Should be provided for all calls but the last. [absent ⇔ the information is not available]
<b>call .departure data .timestamp</b>	The timestamp when the vehicle is scheduled to depart from the stop, after any time offsets that result from a dispatch action have been applied.

## 7.2.4 Operational Status

The operational progress message combines various attributes that relate to the vehicle's current progress within the operational logon (the location within the vehicle's task). Its purpose is to convey the operational (logical) progress in a similar way as today's VDV-300 (IBIS) vehicle bus.

The operational status message should contain all high-frequency information that is needed to broadcast the "regular" CAM (without R09 payload).

Item	Definition
<b>Name</b>	PtxOiOperationalStatus
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/operation/status [publisher type = "ibis", publisher id = IBIS ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxOiOperationalStatus {   message OiPublicTransportVehicleSignals {     google.protobuf.BoolValue reverse_gear = 1;     google.protobuf.BoolValue doors_released = 2;     google.protobuf.BoolValue doors_open = 3;     google.protobuf.BoolValue stop_brake_active = 4;     google.protobuf.BoolValue stop_request_active = 5;   }    message OiGeoLocation {     double Latitude = 1 [required = true]; // [deg WGS-84, -90..+90, pos. = N, 6 decimals]     double Longitude = 2 [required = true]; // [deg WGS-84, -180..+180, pos. = E, 6 decimals]     google.protobuf.FloatValue accuracy = 3; // [m, non-neg., max. 1 decimals]     google.protobuf.FloatValue altitude = 4; // [m, pos. = up, 1 decimal]     google.protobuf.FloatValue vertical_accuracy = 5; // [m, non-neg., max. 1 decimal]     google.protobuf.FloatValue heading = 6; // [deg 0..360, 0 = true north, 90 = east, max. 1 decimal]     google.protobuf.FloatValue speed = 7; // [m/s, max. 2 decimals] speed from GNSS   }    message OiLogicalLocation {     string journey_id = 1 [required = true]; // reference to journey - reject logical location if not matching     int32 call_seq = 2 [required = true]; // [#; 1-based] prev-or-current-or-next stop     google.protobuf.FloatValue distance = 3; // [m, max. 1 decimal] neg. = before stop, pos. = after stop   }    io.ptx.proto.PtxHeader msg_header = 1 [required = true];   PtxOiEnum.OiDriverCabActivation driver_cab_active = 2 [required = true];   OiPublicTransportVehicleSignals public_transport_vehicle_signals = 3;   google.protobuf.FloatValue odometer_speed = 5; // [m/s]   google.protobuf.Int32Value sat_count = 6; // [#]   OiGeoLocation geo_loc = 7;   PtxOiEnum.OiLocationStatus status = 8 [required = true];   OiLogicalLocation logical_loc = 9; // only if logged onto a journey   google.protobuf.Int32Value deviation = 10; // [s, pos. = delayed]   google.protobuf.FloatValue occupancy = 11; // [%; 0..100, max. 1 decimal]   PtxOiEnum.OiPriorityLevel prio_level = 12 [required = true]; } </pre>
<b>Retain</b>	false (frequency: every 0.5..2 seconds)
<b>QoS</b>	0
<b>Behaviour of IBIS</b>	
<b>Behaviour of OBU</b>	<p>Even if the OBU may have its own built-in GNSS module, it might be useful that the IBIS provide the geo location:</p> <ul style="list-style-type: none"> <li>might use dead-reckoning or other location-enhancing mechanisms</li> <li>modified depending on the active driver cab for bi-directional vehicles</li> </ul> <p>The embarkation status for the CAM message can be derived by OR-ing the flags doors_released, doors_open and stop_brake_active. If this result is "false", the vehicle is ready to depart (or is already driving).</p>

Attribute definitions:

Attribute	Definition
<b>driver cab active</b>	<p>Indication of the active driver cab. Uni-directional vehicles have only cab "A".</p> <p>This information especially important for bi-directional vehicles:</p> <ul style="list-style-type: none"> <li>the precise geo location as well as speed and heading of the vehicle are expressed relative to the active driver cab ("the <u>current</u> front of the vehicle")</li> <li>only the OBU associated with the active driver cab is allowed to be active over-the-air and to send any V2X-specific OBU-to-IBIS messages (c.f. chapter 8.3) to the IBIS</li> </ul> <p>If there are multiple OBUs in a vehicle, the OBUs shall "activate" and "deactivate" themselves based on this attribute. At most 1 OBU per vehicle can be active at any given moment.</p> <p>In case of a train composition, the active driver cab will be NONE in the pulled vehicles. Hence, the OBU(s) of the pulled vehicles shall be inactive.</p>
<b>vehicle signals</b>	<p>A single substructure. The substructure groups the binary signals that the IBIS obtains from the vehicle and republishes in this data structure.</p> <p>[absent <math>\Leftrightarrow</math> the IBIS is permanently unable to provide any binary signal status information]</p>
<b>vehicle signals .reverse gear</b>	<p>If true, the vehicle is moving backward with respect to the active cabin.</p> <p>[absent <math>\Leftrightarrow</math> the information is momentarily or due to the publisher's capabilities not available]</p>
<b>vehicle signals .doors released</b>	<p>If true, this flag indicates that the doors are released, i.e. that pushing a door button will result in the door opening.</p> <p>When the door release toggles from true to false, and the deviation is "delayed", there is a good chance that the driver would like to depart as soon as possible. This could be used by the OBU to recalculate the ETA and immediately send an SRM (with ETA) to request a green light.</p> <p>[absent <math>\Leftrightarrow</math> the information is momentarily or due to the publisher's capabilities not available]</p>
<b>vehicle signals .doors open</b>	<p>If true, this flag indicates that at least one door is currently open.</p> <p>[absent <math>\Leftrightarrow</math> the information is momentarily or due to the publisher's capabilities not available]</p>
<b>vehicle signals .stop brake active</b>	<p>If true, this flag indicates that the stop brake is currently activated. The vehicle is thus immobilised.</p> <p>[absent <math>\Leftrightarrow</math> the information is momentarily or due to the publisher's capabilities not available]</p>
<b>vehicle signals .stop request active</b>	<p>If true, this flag indicates that the stop request is currently activated. The vehicle will probably stop at the next stop.</p> <p>[absent <math>\Leftrightarrow</math> the information is momentarily or due to the publisher's capabilities not available]</p>
<b>odo speed</b>	<p>The speed in meters per second that is derived from the odometer. This speed should be available even in the case where the GNSS speed is not, e.g. in a tunnel.</p> <p>The odo speed shall always be non-negative. The direction of movement can be inferred from the reverse gear and driver cab attributes.</p> <p>[absent <math>\Leftrightarrow</math> the information is not available (no odometer)]</p>
<b>sat count</b>	<p>The number of satellites that contributed to the geo location. This value complements the accuracy estimation.</p> <p>[absent <math>\Leftrightarrow</math> the information is not available (no sat count or no GNSS module)]</p> <p>Note that if dead-reckoning (sensor fusion) is used by the GNSS, it may provide a good geo location even in the absence of any visible satellites.</p>
<b>geo loc</b>	<p>A single substructure. The substructure groups the information that has been obtained from the GNSS module. If the coordinates are not valid ("no fix"), this structure shall not be provided at all.</p> <p>[absent <math>\Leftrightarrow</math> the information is not available (no GNSS module)]</p> <p>Note: In case of a bi-directional vehicle with a single GNSS antenna, the latitude and longitude must be adjusted to the active cabin before publishing the geo location.</p>

Attribute	Definition
<b>geo loc .latitude</b>	The latitude of the front of the vehicle in degrees WGS-84, -90..+90, positive = north (6 or 7 decimals). Mandatory if accuracy is provided. [absent ⇔ the information is momentarily not available (no or insufficient signal)]
<b>geo loc .longitude</b>	The longitude of the front of the vehicle in degrees WGS-84, -180..+180, positive = east (6 or 7 decimals). Mandatory if accuracy is provided. [absent ⇔ the information is momentarily not available (no or insufficient signal)]
<b>geo loc .accuracy</b>	Distance in meters (0..1 decimal). With 95% probability, the vehicle is located no more than this distance away from the point defined by latitude and longitude. [absent ⇔ the information is momentarily not available (no or insufficient signal)]
<b>geo loc .altitude</b>	The altitude in meters above the WGS-84 ellipsoid (0..1 decimals). Mandatory if vertical accuracy is provided. [absent ⇔ the information is momentarily not available (no or insufficient signal)]
<b>geo loc .vertical accuracy</b>	Difference in meters (0..1 decimals). With 95% probability, the vehicle's altitude is no more than this difference higher or lower. [absent ⇔ the information is momentarily not available (no or insufficient signal)]
<b>geo loc .heading</b>	The direction in which the vehicle's front (active driver cab) is pointing in degrees (0..360, 90 = east, 0..1 decimals). [absent ⇔ the information is momentarily not available (no or insufficient signal)] Note: If the vehicle is going backward wrt. the active driver cab, the heading obtained by the GNSS might have to be flipped by 180 degrees (plus 180 if less than 180 else minus 180).
<b>geo loc .speed</b>	The speed in meters per second that is provided by the GNSS. The odo speed shall always be non-negative. The direction of movement can be inferred from the reverse gear and driver cab attributes. [absent ⇔ the information is not available (no or insufficient signal)]
<b>loc status</b>	The status of the logical location.
<b>logical loc</b>	A single substructure. The substructure groups the information that is commonly known as "logical location". [absent ⇔ the information is momentarily not available (not logged onto a journey)]
<b>logical loc .journey id</b>	The ID of the current journey. If this ID doesn't match (probably because of a race condition), then the logical location must be rejected, but the other elements of the operational status message remain valid.
<b>logical loc .call seq</b>	The 1-based sequence number of a call within the current journey or pattern: <ul style="list-style-type: none"> <li>• If the vehicle is currently located at this stop, this is the current stop.</li> <li>• If the vehicle has left the stop and is travelling towards the next stop, this is the next stop.</li> <li>• If the vehicle is heading towards this stop (it might be the first stop or the vehicle might have been instructed to visit this stop out of sequence), then this is the next stop.</li> </ul>
<b>logical loc .distance</b>	The distance in meters along the to be driven path with respect to the referenced stop: <ul style="list-style-type: none"> <li>• 0, if the vehicle is "at the stop" (= within the stop zone)</li> <li>• &gt;0, if the vehicle needs to travel towards the stop</li> </ul> [absent ⇔ the information is momentarily not available]



Attribute	Definition
<b>deviation</b>	<p>[seconds; positive = delayed; negative = ahead of schedule] The current timetable deviation of the vehicle. The timetable deviation might influence the priority that is given to the vehicle by the traffic controller.</p> <p>While the vehicle is located at a stop, this is the expected deviation when departing from the stop.</p> <p>While the vehicle is located between stops (on- or off-course), this is the expected deviation when arriving at the next stop.</p> <p>The deviation must be provided if the vehicle is currently on-course, and may be provided if the vehicle is currently off-course.</p> <p>[absent <math>\Leftrightarrow</math> the information is momentarily not available]</p>
<b>occupancy</b>	<p>The occupancy of the vehicle in percent (0..100).</p> <p>The occupancy might influence the priority that is given to the vehicle by the traffic controller.</p> <p>The definition of "occupancy" is implementation (or customer) -specific.</p> <p>[absent <math>\Leftrightarrow</math> the information is momentarily or due to the publisher's capabilities not available]</p>
<b>prio level</b>	<p>The priority level is used to tell the OBU whether traffic signal priority is currently requested when approaching a traffic signal. It will usually be set to "normal" when the vehicle is in commercial operation and to "off" when the vehicle is not in commercial operation.</p> <p>To deal with special cases that may occur while the vehicle is stationary at a stop for an extended period of time while in commercial operation, the status "off at stop" shall be used to indicate that no traffic signal priority requests shall be made at this moment.</p> <p>This "on/off switch" is to be ignored for R09 requests, which shall always be sent out, irrespective of this value.</p>

## 8 V2X-specific Messages

These messages are specific to the integration of V2X OBUs into an on-board system for public transportation.

### 8.1 Enumeration Types

#### 8.1.1 Encoding Rule

Value	Definition
<b>ENCODING_TEXT</b>	V2X message provided as human-readable text (without any canonical conversion). As an example, the coordinates in the MAP message could be converted from the x/y format to WGS-84 lat/lon (e.g. "47.123456, 8.765432", for direct use in OpenStreetMap or Google Maps)
<b>ENCODING_UPER</b>	V2X message provided as binary (ASN.1 packed encoding rule).
<b>ENCODING_JSON</b>	V2X message provided as text (ASN.1 JSON encoding rule).
<b>ENCODING_XML</b>	V2X message provided as text (ASN.1 XML encoding rule).
<b>ENCODING_PCAP</b>	V2X message provided in PCAP format (e.g. for viewing with WireShark).

#### 8.1.2 Service Type

Value	Definition
<b>SERVICE_R09_OVER_CAM</b>	The OBU can send out pre-serialised R09.16 telegrams embedded in a CAM. There is no response from the intersection.
<b>SERVICE_R09_OVER_SRM</b>	The OBU can send out pre-serialised R09.16 telegrams embedded in an SRM. There might be a response from the intersection in the form of an SSM.
<b>SERVICE_PHASE</b>	The OBU understands the path that has been registered by the IBIS. For the relevant intersections, it provides intersection map, phase and status information to the IBIS.
<b>SERVICE_PRIORITY</b>	Building on the "phase" service, the OBU can request priority for the correct signal group of the upcoming intersection(s). It provides lane and priority status information back to the IBIS.
<b>SERVICE_MAKE_AWARE</b>	The OBU can send awareness information (= CAM message) about the ego vehicle.

### 8.1.3 Message Type

Value	Definition
<b>MESSAGE _CAM</b>	Co-operative awareness extended message. Refs: ETSI EN 302 637-2 / ISO TS 19091
<b>MESSAGE _MAP</b>	Intersection map. Refs: ETSI TS 103 301 / SAE J2735 / ISO TS 19091
<b>MESSAGE _SPAT</b>	Signal phase and timing. Refs: ETSI TS 103 301 / SAE J2735 / ISO TS 19091
<b>MESSAGE _SRM</b>	Signal request. Refs: ETSI TS 103 301 / SAE J2735 / ISO TS 19091
<b>MESSAGE _SSM</b>	Signal status. Refs: ETSI TS 103 301 / SAE J2735 / ISO TS 19091

### 8.1.4 Movement Phase State

Value	Definition
<b>PHASE _UNAVAIL- ABLE</b>	The state is unknown, or state information cannot currently be provided. Ref: J2735 – MovmementPhaseState “unavailable (0)”
<b>PHASE _DARK</b>	The signal is dark (unlit). Ref: J2735 – MovmementPhaseState “dark (1)”
<b>PHASE _FLASHING _RED</b>	The vehicle must stop but may proceed when it is safe (e.g. “turn on red”). Ref: J2735 – MovmementPhaseState “stop-then-proceed (2)”
<b>PHASE _RED</b>	The vehicle must stop and remain. Ref: J2735 – MovmementPhaseState “stop-and-remain (3)”
<b>PHASE _RED_AND _YELLOW</b>	The vehicle may prepare to move but must remain stopped. Ref: J2735 – MovmementPhaseState “pre-movement (4)”
<b>PHASE _GREEN</b>	The vehicle may proceed but may have to yield to conflicting traffic. Ref: J2735 – MovmementPhaseState “permissive-movement-allowed (5)”
<b>PHASE _GREEN _EXCLUSIVE</b>	The vehicle may proceed and has right of way in the indicated direction(s). Ref: J2735 – MovmementPhaseState “protected-movement-allowed (6)”
<b>PHASE _YELLOW</b>	The vehicle should stop if possible. If unable to stop, the vehicle may proceed but may have to yield to conflicting traffic. Ref: J2735 – MovmementPhaseState “permissive-clearance (7)”
<b>PHASE _YELLOW _EXCLUSIVE</b>	The vehicle should stop if possible. If unable to stop, the vehicle may proceed and has right of way in the indicated direction(s). Ref: J2735 – MovmementPhaseState “protected-clearance (8)”
<b>PHASE _FLASHING _YELLOW</b>	The vehicle may proceed with caution but may have to yield to conflicting traffic. The intersection controller might be offline for a while. Ref: J2735 – MovmementPhaseState “caution-conflicting-traffic (9)”

### 8.1.5 Priority Status

Value	Definition
<b>STATUS_UNKNOWN</b>	The status of the traffic signal is unknown. Ref: J2735 – PrioritizationResponseStatus “unknown (0)”
<b>STATUS_REQUESTED</b>	The traffic controller has received the request (= transient acknowledgement). Ref: J2735 – PrioritizationResponseStatus “requested (1)”
<b>STATUS_PROCESSING</b>	The traffic controller is processing the request (= transient acknowledgement). Ref: J2735 – PrioritizationResponseStatus “processing (2)”
<b>STATUS_TRAFFIC</b>	The traffic controller cannot give full permission – watch traffic (= final state). Ref: J2735 – PrioritizationResponseStatus “watch other traffic (3)”
<b>STATUS_GRANTED</b>	The traffic controller has granted permission (= final state). Ref: J2735 – PrioritizationResponseStatus “granted (4)”
<b>STATUS_REJECTED</b>	The traffic controller has rejected the request (= final state). Ref: J2735 – PrioritizationResponseStatus “rejected (5)”
<b>STATUS_MAX</b>	The traffic controller has expired the request (= final state). Ref: J2735 – PrioritizationResponseStatus “max presence (6)”
<b>STATUS_LOCKED</b>	The traffic controller currently doesn't accept any requests (= final state). Ref: J2735 – PrioritizationResponseStatus “service locked (7)”
<b>STATUS_TIMEOUT</b>	Timeout – the traffic controller did not respond within a reasonable time. (not a status present in J2735)

## 8.2 IBIS-to-OBU Messages

The messages in this section are sent from the IBIS to the OBU.

### 8.2.1 Configuration

This message lets the IBIS configure the OBU.

Item	Definition
<b>Name</b>	PtxV2xConfiguration
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/<sub. type>/<sub. id>/v2x/config [publisher type = "ibis", publisher id = IBIS ID, subscriber type = "obu", subscriber id = OBU ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxV2xConfiguration {     message V2xServiceConfig {         PtxV2xEnum.V2xServiceType type = 1 [required = true]; // service to be activated         int32 interval = 2 [required = true]; // [s] min. interval (per station) for OBU-to-IBIS messages     }      message V2xMessageConfig {         PtxV2xEnum.V2xMessageType type = 1 [required = true]; // mirror messages of this type         int32 interval = 2 [required = true]; // [s] min. interval per message of this type     }      io.ptx.proto.PtxHeader msg_header = 1 [required = true];     repeated V2xServiceConfig service = 2; // services to be activated, can be null or empty     repeated V2xMessageConfig incoming_msg = 3; // mirrored incoming messages, can be null or empty     repeated V2xMessageConfig outgoing_msg = 4; // mirrored outgoing messages, can be null or empty     PtxV2xEnum.V2xEncodingRule selected_rule = 5; // encoding rule for mirroring } </pre>
<b>Retain</b>	true (expiry: 50 hours; frequency: every 24 hours or upon change)
<b>QoS</b>	1
<b>Behaviour of IBIS</b>	The configuration sent by the IBIS must be in line with the capabilities that the OBU has reported. It is therefore sent as a response to a received capabilities message.
<b>Behaviour of OBU</b>	<p>Upon receiving the configuration message, the OBU shall</p> <ul style="list-style-type: none"> <li>enable the specified services. The specified interval affects only the incoming messages, e.g. how often MAP or SPAT information is updated by publishing "IntersectionMap" or "IntersectionPhase" to the broker.</li> <li>mirror the messages sent to and received from the air as per the mirror configuration for incoming and outgoing messages. The specified interval affects only the frequency of mirroring, not the frequency in the air.</li> </ul> <p>The configuration limits the rate at which incoming messages or services are published by the OBU to the broker, in order not to overwhelm the broker or the IBIS. The OBU will hence only down sample the received messages, but never up sample.</p>

Attribute definitions:

Attribute	Definition
<b>service</b>	A list of substructures. Each substructure pertains to a service in the sense of this specification. The IBIS shall request all services it intends to use to be enabled, but none that are not supported by the OBU as per its capabilities. Rarely empty.
<b>service .type</b>	<p>The service which shall be enabled.</p> <p>If a service is not enabled by including it in this list, no incoming messages pertaining to this service shall be published to the broker by the OBU.</p>

Attribute	Definition
<b>service .interval</b>	The interval (per peer station) at which to forward incoming messages to the IBIS. An incoming message shall only be forwarded by the OBU to the IBIS if at least <interval> seconds have elapsed since the last message of the same type (e.g. "Intersection Map") has been forwarded for the same peer (e.g. the same RSU).
<b>incoming msg</b>	A list of substructures. Each substructure pertains to an incoming message type in the sense of the V2X (C-ITS) specification. The IBIS shall only request messages to be mirrored that are supported by the OBU as per its capabilities, and only when live analysis is indeed taking place. Therefore usually absent or empty.
<b>incoming msg .type</b>	The incoming message type which shall be enabled for mirroring. If mirroring for a message type is not enabled by including it in this list, the incoming message shall not be mirrored to the broker by the OBU.
<b>incoming msg .interval</b>	The interval (per peer station) at which to mirror incoming messages to the broker. An incoming message shall only be mirrored by the IBIS to the broker if at least <interval> seconds have elapsed since the last message of the same type (e.g. SPAT) has been mirrored for the same peer (e.g. the same RSU).
<b>outgoing msg</b>	A list of substructures. Each substructure pertains to an outgoing message type in the sense of the V2X (C-ITS) specification. The IBIS shall only request messages to be mirrored that are supported by the OBU as per its capabilities, and only when live analysis is indeed taking place. Therefore usually absent or empty.
<b>outgoing msg .type</b>	The outgoing message type which shall be enabled for mirroring. If mirroring for a message type is not enabled by including it in this list, the outgoing message shall not be mirrored to the broker by the OBU.
<b>outgoing msg .interval</b>	The interval (per peer station) at which to mirror outgoing messages to the broker. An outgoing message shall only be mirrored by the IBIS to the broker if at least <interval> seconds have elapsed since the last message of the same type (e.g. CAM) has been mirrored. The interval affects only the mirroring feature, not how often the message is sent out over the air. The latter is completely up to the OBU.
<b>selected rule</b>	For mirroring to the broker, the IBIS can select (among the rules supported by the OBU) which encoding rule to use. Note: PCAP will never be used for air interface mirroring. If PCAP capability is advertised by the OBU, then it will support the "trigger" mechanism to request the PCAP dumps to be published.

## 8.2.2 Path Definition

This message lets the IBIS register and update a path to the OBU, so that the latter can correctly filter the MAP and SPAT information.

Item	Definition
<b>Name</b>	PtxV2xPathDefinition
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/v2x/path/definition [publisher type = "ibis", publisher id = IBIS ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxV2xPathDefinition {   message V2xPathPoint {     int32 seq = 1 [required = true]; // [#, 1-based] point within segment     double lat = 2 [required = true]; // [deg WGS-84, -90..+90, pos. = N, 6 decimals]     double lon = 3 [required = true]; // [deg WGS-84, -180..+180, pos. = E, 6 decimals]     float dist = 4 [required = true]; // [m, along whole point sequence, 1st point = 0, max. 2 decimals]     float time = 5 [required = true]; // [s, along whole point sequence, 1st point = 0, max. 1 decimal]     google.protobuf.BoolValue is_lane_precise = 6; // indication that this point is lane-precise   }    message V2xStopPoint {     string id = 1 [required = true]; // VDV452/253 STOP(REC_ORIG)::POINT_NO(ORT_NR)     string name = 2 [required = true]; // stop short name + "-" + point nr (for debugging purposes)     google.protobuf.DoubleValue lat = 3; // [deg WGS-84, -90..+90, pos. = N]     google.protobuf.DoubleValue lon = 4; // [deg WGS-84, -180..+180, pos. = E]     google.protobuf.FloatValue heading = 5; // [deg 0..360, 0 = true north, 90 = east, -1 = unknown]   }    message V2xPathSegment {     int32 seq = 1 [required = true]; // [#, 1-based] segment within path     repeated V2xPathPoint path_point = 2; // ordered list of points of the segment     V2xStopPoint stop_point = 3; // stop point at the end of the segment where to call   }    io.ptx.proto.PtxHeader msg_header = 1 [required = true];   string path_id = 2 [required = true]; // [#]   repeated V2xPathSegment segment = 3; // ordered list of segments of the path } </pre>
<b>Retain</b>	true (expiry: 50 hours; frequency: upon change)
<b>QoS</b>	1
<b>Behaviour of IBIS</b>	<p>The path ID shall be changed whenever the path is changed (e.g. when the vehicle is progressing further along its route and the look-ahead window is changed).</p> <p>A path will consist of 1..N segments. Each segment is typically terminated by a stop point (the destination of the vehicle). The last segment might not be terminated by a stop point. This can be the case if the destination of the vehicle is not at a stop point (e.g. in the depot or somewhere in the nature) or if the segment is so long that it makes no sense to provide a complete segment.</p> <p>The extent of the path shall be at least 1 kilometre. The last segment shall be provided fully including its stop point unless its length is greater than 10 kilometres.</p> <p>The coordinates of the stop point will in general not match the last coordinate pair of the point sequence of the path leading to the stop. Neither will the coordinates of the paths match the precise coordinates of the lane that the vehicle will use at the intersections.</p>

Attribute definitions:

Attribute	Definition
<b>path id</b>	<p>ID of the path. Unique within a power cycle. Not carrying any meaning.</p> <p>The path is changed whenever the vehicle the path needs to be extended as per the rule defined in "behaviour of IBIS".</p>
<b>segment</b>	<p>A list of substructures. Each substructure pertains to a segment of the path.</p> <p>The non-last segments must be terminated by a stop point at which the vehicle will call. The last segment needs not be terminated by a stop point.</p>
<b>segment .seq</b>	The 1-based sequence number of the segment within the path.

Attribute	Definition
<b>segment</b> <b>.path point</b>	A list of substructures constituting a string of path points that lead to the next stop point. Each substructure pertains to such a path point. The segment point coordinates generally do not have to be lane-precise. They can lie in the middle of the road (the segment can, e.g., correspond to the “ways” in OpenStreetMap).
<b>segment</b> <b>.path point</b> <b>.seq</b>	The 1-based sequence number of the path point within the segment.
<b>segment</b> <b>.path point</b> <b>.lat</b>	The latitude of the path point in degrees WGS-84, -90..+90, positive = north (6 or 7 decimals).
<b>segment</b> <b>.path point</b> <b>.lon</b>	The longitude of the path point in degrees WGS-84, -180..+180, positive = east (6 or 7 decimals).
<b>segment</b> <b>.path point</b> <b>.dist</b>	The distance in meters along the path point sequence within the whole path (not just within the segment). The first point of the first segment has distance 0.
<b>segment</b> <b>.path point</b> <b>.time</b>	The travel time in seconds along the path point sequence within the whole path (not just within the segment). The first point of the first segment has travel time 0. Any dwell times at the stops are not considered.
<b>segment</b> <b>.path point</b> <b>.is lane precise</b>	This point is lane-precise and should be used by the OBU to select the (ingress or egress) lane. If lane-precision is used, the following stretch should be lane-precise: <ul style="list-style-type: none"> <li>starting 300 m before the intersection, up to the point corresponding to the stop line</li> <li>extending through the conflict zone</li> <li>ending 50 m beyond the conflict zone</li> </ul> This means that if multiple intersections are close to each other, the whole sequence of intersection traversals should be lane-precise.
<b>segment</b> <b>.stop point</b>	A single substructure. If present, the substructure constitutes the stop point that terminates the segment. It groups the attributes of the stop point. The stop point coordinates will in general not be very precise. It is furthermore important to consider that the vehicle will in general not stop precisely at this stop point. Not only will there be a lateral difference. The longitudinal distance will typically be greater. In case of long platforms, vehicles may stop behind each other.
<b>segment</b> <b>.stop point</b> <b>.id</b>	The ID of the stop point at which the vehicle calls. Ref.: VDV452/253 stop(rec_ort)::point_no(ort_nr)
<b>segment</b> <b>.stop point</b> <b>.name</b>	The name of the stop point as a string. This name is provided for debugging purposes. It is typically constructed from the stop short name and the stop point number within the stop.
<b>segment</b> <b>.stop point</b> <b>.lat</b>	The latitude of the stop point in degrees WGS-84, -90..+90, positive = north (6 or 7 decimals). [absent ⇔ the information is not available] Note: The stop point coordinates are not guaranteed to be mappable to the street or rail network.
<b>segment</b> <b>.stop point</b> <b>.lon</b>	The longitude of the stop point in degrees WGS-84, -180..+180, positive = east (6 or 7 decimals). [absent ⇔ the information is not available] Note: The stop point coordinates are not guaranteed to be mappable to the street or rail network.



Attribute	Definition
<b>segment</b> <b>.stop point</b> <b>.heading</b>	The heading of the stop point in degrees, 0..360, 90 = east (0..1 decimals). [absent $\Leftrightarrow$ the information is not available] Note: The heading will in general be quite accurate, but this is not guaranteed. In some cases, the heading has been observed to be pointing 180° into the wrong direction.

### 8.2.3 Path Location

This message lets the IBIS provide the current location to the OBU, so that the latter can send the SRM with the correct content at the right time.

Item	Definition
<b>Name</b>	PtxV2xPathLocation
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/v2x/path/location [publisher type = "ibis", publisher id = IBIS ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxV2xPathLocation {     message V2xPathLocation {         string path_id = 1 [required = true]; // reference to path         int32 segment_seq = 2 [required = true]; // 1-based sequence number of segment within path         int32 point_seq = 3 [required = true]; // 1-based sequence number of point within segment         float dist = 4 [required = true]; // [m] distance of current location since beginning of path     }      io.ptx.proto.PtxHeader msg_header = 1 [required = true];     V2xPathLocation path_loc = 2; // path location (on "before_stop" path section) } </pre>
<b>Retain</b>	false (frequency: every 0.5..2 seconds)
<b>QoS</b>	0
<b>Behaviour of IBIS</b>	The IBIS shall provide a path location update with a frequency of 0.2..2 Hz. If the path ID does not match the latest path that has been defined earlier, the path location shall be discarded.
<b>Behaviour of OBU</b>	Based on the location along the path, the OBU shall request priority for the correct lane at the upcoming intersections. If the location cannot be processed due to any inconsistencies, a log message of level "warning" shall be published to the broker.

Attribute definitions:

Attribute	Definition
<b>path loc</b>	A single substructure. It expresses the location of the vehicle on the current path. [absent $\Leftrightarrow$ there is no path location (path not valid or location not determined)]
<b>path loc .path id</b>	The reference to the path to which this location belongs. If this reference doesn't match the ID of the current path, the location shall be discarded.
<b>path loc .segment seq</b>	The segment of the path on which the vehicle is currently located.
<b>path loc .point seq</b>	The point of the segment at which the vehicle is currently located or that it has last passed.
<b>path loc .dist</b>	The distance of the current vehicle with respect to the beginning of the path.

## 8.2.4 R09 Request

This message lets the IBIS send an R09 payload to the OBU, so that the latter can request priority, presumably by embedding the payload within a CAM or SRM message.

Item	Definition
<b>Name</b>	PtxV2xR09Request
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/v2x/r09/request/<reporting point nr> [publisher type = "ibis", publisher id = IBIS ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxV2xR09Request {   message R09Attributes {     google.protobuf.Int32Value schedule_deviation = 1; // [seconds, pos. = delayed]     google.protobuf.Int32Value message_variant = 2; // [0..N; 0 = R09.10, ..., 6 = R09.16] variant of R09 telegram     google.protobuf.Int32Value reporting_point_number = 3; // [0..65535] identification of the reporting point     google.protobuf.Int32Value priority_level = 4; // [0..3; 0 = none, 1 = normal, 2 = high, 3 = highest]     google.protobuf.Int32Value manual_direction = 5; // [0..3; 0 = none, 1 = straight, 2 = left, 3 = right]     google.protobuf.Int32Value line_number = 6; // [0..999] (since extended to 0..9999 in VDV452)     google.protobuf.Int32Value run_number = 7; // [0..99] (called "route" in OCIT)     google.protobuf.Int32Value destination_number = 8; // [0..999] (called "tour" in OCIT; 0..9999 in VDV452)     google.protobuf.Int32Value train_length = 9; // [0..7] number of coupled vehicles (train or tram cars)     google.protobuf.Int32Value data_version = 10; // integer value of the data version (VDV452 "BASIS_VERSION")   }    io.ptx.proto.PtxHeader msg_header = 1 [required = true];   string payload_hex = 2 [required = true]; // [HEX string]   R09Attributes attributes = 3; // all available attributes potentially relevant for the "OCIT container" } </pre>
<b>Retain</b>	false
<b>QoS</b>	2
<b>Behaviour of Publisher</b>	The IBIS shall publish this message according to the usual rules, when reaching a reporting point or when the driver has pushed the "priority request" button (i.e. <b>timing is important</b> ).

Considerations: The IBIS suppliers have implemented not only the R09.x telegrams as specified by VÖV (later VDV), but a plethora of city-specific variants thereof. To achieve migration for all of these deployments from analogue radio to V2X, sending the pre-serialised payload is the preferable option, eliminating the need for the OBU to know all of these city-specific variants.

Attribute definitions:

Attribute	Definition
<b>payload_hex</b>	The serialised R09.16 message as a hex string. When converted to binary, it is identical to the message that may be sent in parallel over the analogue radio frequency. This pre-serialised payload is sent
<b>attributes</b>	A single substructure. It is relevant only if "R09-over-SRM" is used. When "R09-over-CAM" is used, it is irrelevant. If present, the structure contains all attributes that may or may not be included in the "OCIT container" data structure that is to be embedded in an SRM or SREM. The information overlap with operational information is intentional. The reason is consistency between the serialized R09 payload and the separate attributes.
<b>schedule deviation</b>	[seconds; positive = delayed, negative = ahead] The current schedule deviation. OCIT: absent VDV420 R09 [0..1, 0..7]: ZV = Abweichung (Vorzeichen), ZW = Abweichung (Wert) [absent ⇔ the information is currently not available]
<b>message variant</b>	[0..6; 0 = R09.10, ..., 6 = R09.16, ..., 15] Variant of R09 telegram OCIT [0..4294967295]: version of R09 VDV420 R09 [0..15]: version of telegram: info byte 2, least significant nibble [absent ⇔ the information is not available – should not occur in practice]

Attribute	Definition
<b>reporting point number</b>	[0..65535] identification of the reporting point OCIT [0..65535]: reporting point VDV420 R09 [0..65535]: MP = Meldepunkt [absent ⇔ the information is not available – will not occur in practice]
<b>priority level</b>	[0..3; 0 = none, 1 = normal, 2 = high, 3 = highest] intended traffic signal priority OCIT [0..255]: priority level VDV420 R09 [0..3]: PR = Priorität [absent ⇔ the information is not available (not a supported feature)]
<b>manual direction</b>	[0..3; 0 = none, 1 = straight, 2 = left, 3 = right] manual direction OCIT [0..255]: transit direction (?) VDV420 R09 [0..3]: HA = Anforderung Richtung [absent ⇔ the information is not available (not a manual request)]
<b>pattern direction</b>	[0..15; 0 = none, 1 = direction A, 2 = direction B, 3 = direction AB] pattern direction OCIT [0..255]: transit direction (?) VDV420 R09 [0..15]: R = Richtung (Fahrweg) VDV452 [1..2]: LI_RI_NR = Bezeichnung der Linienrichtung [absent ⇔ the information is not available (not a manual request)]
<b>line number</b>	[0..999] line number (may change along the block, but static along the journey) OCIT [0..4294967295]: line number VDV420 R09 [0..999]: LN = Liniennummer (BCD) VDV452 [0..999]: LI_NR = Bezeichnung der Linie [absent ⇔ the information is not available (not logged on)]
<b>run number</b>	[0..99] run number (may change along the block, but static along the journey) OCIT [0.. 4294967295]: route number VDV420 R09 [0..99]: KN = Kursnummer (BCD) VDV452 [0..99]: LI_KU_NR = Kursnummer eines linienreinen Umlaufstücks [absent ⇔ the information is not available (not logged on)]
<b>destination number</b>	[0..999] current destination number (may change along the journey) OCIT [0..4294967295]: tour number VDV420 R09 [0..999]: ZN = Zielnummer (BCD) VDV452 [0..999]: ZNR_NR = Bezeichner der Zielanzeige [absent ⇔ the information is not available (not logged on)]
<b>train length</b>	[0..7] number of coupled vehicles (train or tram cars) OCIT [0..7]: train length VDV420 R09 [0..7]: ZL = Zuglänge [absent ⇔ the information is not available (no coupling detection)]
<b>data version</b>	[0..4'294'967'296] identifier of the currently used network and timetable dataset OCIT: absent (sometimes possibly represented in the "Version ID" field?) VDV420 R09: absent VDV452 [0..999'999'999]: BASIS_VERSION = Bezeichner der allgemeinen Version [absent ⇔ the information is not available (no data supply present, or not related to VDV452)]

## 8.3 OBU-to-IBIS Messages

The messages in this section are sent from the OBU to the IBIS.

### 8.3.1 Capabilities

The OBU shall advertise its capabilities in terms of the messages and/or services it supports and their respective versions.

Item	Definition
<b>Name</b>	PtxV2xCapabilities
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/v2x/capabilities [publisher type = "obu", publisher id = OBU ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxV2xCapabilities {   message V2xServiceCapability {     PtxV2xEnum.V2xServiceType type = 1 [required = true]; // supported service     int32 version = 2 [required = true]; // service version (PTX, currently "1")   }    message V2xMessageCapability {     PtxV2xEnum.V2xMessageType type = 1 [required = true]; // supported message type     google.protobuf.Int32Value version = 2 [required = true]; // ETSI, currently "2"   }    io.ptx.proto.PtxHeader msg_header = 1 [required = true];   repeated V2xServiceCapability service = 2; // supported services   repeated V2xMessageCapability incoming_msg = 3; // supported incoming message types, can be null or empty   repeated V2xMessageCapability outgoing_msg = 4; // supported outgoing message types, can be null or empty   repeated PtxV2xEnum.V2xEncodingRule supported_rule = 5; // supported rules, can be null or empty } </pre>
<b>Retain</b>	true (expiry: 50 hours; frequency: every 24 hours or upon change)
<b>QoS</b>	1
<b>Behaviour of OBU</b>	With this message, the OBU can announce its capabilities in terms of supported services and/or messages and their versions.
<b>Behaviour of IBIS</b>	The IBIS shall use these capabilities message to set up the configuration message that it publishes towards the OBU after receiving the capabilities.

Attribute definitions:

Attribute	Definition
<b>service</b>	A list of substructures. Each substructure pertains to a service in the sense of this specification that is supported by the OBU.
<b>service .type</b>	The service which is supported. The OBU shall advertise all of the service types it supports.
<b>service .version</b>	The version of this specification that is supported for this service.
<b>incoming msg</b>	A list of substructures. Each substructure pertains to an incoming V2X message that is supported by the OBU. The OBU shall advertise all of the messages it can receive.
<b>incoming msg .type</b>	The V2X message which is supported.
<b>incoming msg .version</b>	The version of the ETSI specification that is supported for this message.
<b>outgoing msg</b>	A list of substructures. Each substructure pertains to an outgoing V2X message that is supported by the OBU. The OBU shall advertise all of the messages it can send.

Attribute	Definition
<b>outgoing msg .type</b>	The V2X message which is supported.
<b>outgoing msg .version</b>	The version of the ETSI specification that is supported for this message.
<b>supported rule</b>	<p>A list of enum values. Each value denotes a supported encoding rule for air interface mirroring. The OBU shall advertise all rules it supports.</p> <p>Note: Even though never used for air interface mirroring, also the PCAP capability should be advertised (if supported), to indicate that the PCAP dumps can be provided.</p>

### 8.3.2 R09 Response

If the R09 request is sent out over SRM, there could be a response from the junction controller. This message shall convey the response that has been received in an SSM to the IBIS.

Matching requests to responses is the task of the OBU.

Item	Definition
<b>Name</b>	PtxV2xR09Response
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/v2x/r09/response/<reporting point nr> [publisher type = "obu", publisher id = OBU ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxV2xR09Response {   io.ptx.proto.PtxHeader msg_header = 1 [required = true];   PtxV2xEnum.V2xPriorityStatus priority_status = 2 [required = true]; // priority request status   float distance_to_stop_line = 3 [required = true]; // [m, max. 1 decimal]   string intersection_id = 4 [required = true]; } </pre>
<b>Retain</b>	false
<b>QoS</b>	2
<b>Behaviour of OBU</b>	If required by the project, the OBU shall match the SSM that corresponds to a previously sent R09-over-SRM and forward the priority status.
<b>Behaviour of IBIS</b>	The IBIS may display the priority status related to the closest intersection to the driver.

Attribute definitions:

Attribute	Definition
<b>priority status</b>	The status of the priority request as received from the traffic controller.
<b>distance to stop line</b>	<p>The air distance to the stop line of the intersection that answered the R09 request and provided the status information.</p> <p>This value can be used by the IBIS to determine for which intersection (usually the closest) to display status information to the driver.</p> <p>Note: This information is required because the IBIS does not possess a mapping between reporting points and intersections.</p>
<b>intersection id</b>	<p>The ID of the intersection denotes the intersection from which the SSM has been received.</p> <p>Note: RSUs pertaining to multiple intersections might respond to a single R09 message.</p>

### 8.3.3 Intersection Map

This message lets the OBU provide information about a visible intersection to the IBIS. The information originates from MAP.

Item	Definition
Name	PtxV2xIntersectionMap
Topic	<root>/<version>/<pub. type>/<pub. id>/v2x/intersection/<intersection id>/map [publisher type = "obu", publisher id = OBU ID]
Structure (Protobuf 3)	<pre> message PtxV2xIntersectionMap {   message V2xGeoPoint {     double lat = 1 [required = true]; // [deg WGS-84, -90..+90, pos. = N]     double lon = 2 [required = true]; // [deg WGS-84, -180..+180, pos. = E]   }    message V2xIntersectionLane {      message V2xDirectionUse {       google.protobuf.BoolValue is_ingress = 1;       google.protobuf.BoolValue is_egress = 2;     }      message V2xLaneUse {       google.protobuf.BoolValue mixed_traffic = 1;       google.protobuf.BoolValue nonmotor_traffic = 2;       google.protobuf.BoolValue motor_traffic = 3;       google.protobuf.BoolValue bus_traffic = 4;       google.protobuf.BoolValue taxi_traffic = 5;       google.protobuf.BoolValue pedestrian_traffic = 6;       google.protobuf.BoolValue cyclist_traffic = 7;       google.protobuf.BoolValue rail_traffic = 8;       google.protobuf.BoolValue other_traffic = 9;     }      message V2xLaneConnection {       message V2xAllowedManoeuvres {         google.protobuf.BoolValue straight_allowed = 1; // straight movement allowed         google.protobuf.BoolValue left_allowed = 2; // left turn allowed         google.protobuf.BoolValue right_allowed = 3; // right turn allowed         google.protobuf.BoolValue u_turn_allowed = 4; // u-turn allowed         google.protobuf.BoolValue left_on_red_allowed = 5; // stop, then proceed left         google.protobuf.BoolValue right_on_red_allowed = 6; // stop, then proceed right         google.protobuf.BoolValue lane_change_allowed = 7; // lane change within the conflict zone         google.protobuf.BoolValue no_stopping_allowed = 8; // should not stop at stop line         google.protobuf.BoolValue yield_always_required = 9; // allowed movements are not protected         google.protobuf.BoolValue go_with_halt = 10; // stop fully, then proceed         google.protobuf.BoolValue caution = 11; // proceed with caution (conflicting traffic)       }       int32 signal_group_id = 1 [required = true]; // ID of movement (unique within intersection)       int32 lane_id = 2 [required = true]; // ID of the connected lane (MUST be in same intersect.)       V2xAllowedManoeuvres manoeuvres = 3; // flags for allowed manoeuvres, can be null or empty     }      int32 lane_id = 1 [required = true]; // ID of the lane within the intersection     int32 approach_nr = 2 [required = true]; // approach of the intersect. to which this lane belongs     int32 lane_nr = 3 [required = true]; // number of lane within approach (from center to side)     string name = 4 [required = true]; // for debugging only     repeated V2xGeoPoint lane_point = 5 [required = true]; // from stop line outwards, should be non-empty     V2xDirectionUse direction_use = 6 [required = true]; // ingress and/or egress     V2xLaneUse lane_use = 7 [required = true]; // individual, buses, taxis, cyclists, pedestrians, ?     repeated V2xLaneConnection connection = 8; // all egress lanes for this ingress, can be null or empty   }    io.ptx.proto.PtxHeader msg_header = 1 [required = true];   string intersection_id = 2 [required = true]; // ID of the intersection (e.g. "&lt;region&gt;:&lt;id&gt;")   string name = 3 [required = true]; // for debugging only   int32 revision = 4 [required = true]; // for debugging only   V2xGeoPoint reference_point = 5 [required = true]; // the reference point of the intersection   repeated V2xIntersectionLane lane = 6; // set of lanes (only lanes for vehicles), should be non-empty } </pre>
Retain	true (expiry: 50 hours; frequency: upon change or change of visibility)
QoS	1



Item	Definition
<b>Behaviour of OBU</b>	<p>An updated message shall be published whenever a relevant intersection has become visible (or its MAP has been updated) in its entirety (all fragments received) and has changed since the last published message.</p> <p>As a general principle, the OBU shall provide all attributes that are present in the MAP message. All other attributes are optional and need not be present in this message.</p>

Attribute definitions:

Attribute	Definition
<b>intersection id</b>	The ID of the intersection must be unique within a reasonable geographical scope. It should be constructed as <region>:<id>.
<b>name</b>	The name of the intersection is for debugging only. It is presumably understandable by humans.
<b>revision</b>	The revision of the intersection is for debugging only. It is presumably understandable by humans.
<b>reference point</b>	A single substructure. The reference point is typically located at the centre of the conflict zone of the intersection. Its use for the IBIS is to determine – from all the currently visible intersections – which is the closest one and therefore currently relevant for the driver.
<b>reference point .latitude</b>	The latitude of the reference point in degrees WGS-84, -90..+90, positive = north (6 or 7 decimals).
<b>reference point .longitude</b>	The longitude of the reference point in degrees WGS-84, -180..+180, positive = east (6 or 7 decimals).
<b>lane</b>	A list of substructures. Each substructure pertains to a lane of the intersection.
<b>lane .lane id</b>	The ID of the lane within the intersection.
<b>lane .approach nr</b>	The intersection has fewer approaches than lanes, as each approach can have multiple lanes. The approach number identifies the approach and groups the lanes.
<b>lane .lane nr</b>	The number of the lane within the approach (counted from the centre to the side).
<b>lane .name</b>	The name of the lane is for debugging only. It is presumably understandable by humans.
<b>lane .lane point</b>	A list of substructures that form a string of geo points of the lane, from the stop lane outwards. This means that for ingress lanes, the string goes against the driving direction.
<b>lane .lane point .latitude</b>	The latitude of the lane point in degrees WGS-84, -90..+90, positive = north (6 or 7 decimals).
<b>lane .lane point .longitude</b>	The longitude of the lane point in degrees WGS-84, -180..+180, positive = east (6 or 7 decimals).
<b>lane .direction use</b>	<p>A single substructure. The substructure tells in which directions (relative to the intersection) the lane can be used: ingress, egress, or both.</p> <p>For conciseness of the message, it is recommended to set only the directions that are allowed.</p>
<b>lane .direction use .is ingress</b>	<p>If true, the lane can be used for ingress, i.e. for driving into the intersection.</p> <p>Default if omitted: false.</p>
<b>lane .direction use .is egress</b>	<p>If true, the lane can be used for egress, i.e. for driving out of the intersection.</p> <p>Default if omitted: false.</p>

Attribute	Definition
<b>lane</b> <b>.lane use</b>	A single substructure. The substructure tells which types of vehicle may use the lane. For conciseness of the message, it is recommended to set only the usages that are allowed.
<b>lane</b> <b>.lane use</b> <b>.mixed traffic</b>	If true, the lane can be used for mixed traffic. Default if omitted: false.
<b>lane</b> <b>.lane use</b> <b>.nonmotor traffic</b>	If true, the lane can be used for non-motor traffic. Default if omitted: false.
<b>lane</b> <b>.lane use</b> <b>.motor traffic</b>	If true, the lane can be used for motor traffic. Default if omitted: false.
<b>lane</b> <b>.lane use</b> <b>.bus traffic</b>	If true, the lane can be used for bus traffic. Default if omitted: false.
<b>lane</b> <b>.lane use</b> <b>.taxi traffic</b>	If true, the lane can be used for taxi traffic. Default if omitted: false.
<b>lane</b> <b>.lane use</b> <b>.pedestrian traffic</b>	If true, the lane can be used for pedestrian traffic. Default if omitted: false.
<b>lane</b> <b>.lane use</b> <b>.cyclist traffic</b>	If true, the lane can be used for cyclist traffic. Default if omitted: false.
<b>lane</b> <b>.lane use</b> <b>.rail traffic</b>	If true, the lane can be used for rail traffic. Default if omitted: false.
<b>lane</b> <b>.lane use</b> <b>.other traffic</b>	If true, the lane can be used for other traffic. Default if omitted: false.
<b>lane</b> <b>.connection</b>	A list of substructures. Each substructure identifies a connected egress lane and a signal group which governs the use of the conflict zone to get from this lane (in the role of ingress lane) to the connected egress lane.
<b>lane</b> <b>.connection</b> <b>.signal group id</b>	The ID of the signal group that is relevant to get from this lane (in the role of ingress lane) to the connected egress lane.
<b>lane</b> <b>.connection</b> <b>.lane id</b>	The ID of the connected egress lane.
<b>lane</b> <b>.connection</b> <b>.manoeuvres</b>	A single substructure. The substructure tells which manoeuvres are allowed for this lane connection. The manoeuvres are statically defined herein. They are complemented with the priority status information. For conciseness of the message, it is recommended to set only the manoeuvres that are allowed.

Attribute	Definition
<b>lane</b> <b>.manoeuvres</b> <b>.straight</b> <b>allowed</b>	Going straight is allowed (traffic signal permitting). Default if omitted: false.
<b>lane</b> <b>.manoeuvres</b> <b>.left</b> <b>allowed</b>	Turning left is allowed (traffic signal permitting). Default if omitted: false.
<b>lane</b> <b>.manoeuvres</b> <b>.right</b> <b>allowed</b>	Turning right is allowed (traffic signal permitting). Default if omitted: false.
<b>lane</b> <b>.manoeuvres</b> <b>.u-turn</b> <b>allowed</b>	Taking a u-turn is allowed (traffic signal permitting). Default if omitted: false.
<b>lane</b> <b>.manoeuvres</b> <b>.left-on-red</b> <b>allowed</b>	Turning left-on-red is allowed (traffic signal permitting). Default if omitted: false.
<b>lane</b> <b>.manoeuvres</b> <b>.right-on-red</b> <b>allowed</b>	Turning right-on-red is allowed (traffic signal permitting). Default if omitted: false.
<b>lane</b> <b>.manoeuvres</b> <b>.lane change</b> <b>allowed</b>	Changing the lane within the conflict zone is allowed. Default if omitted: false.
<b>lane</b> <b>.manoeuvres</b> <b>.no stopping</b> <b>allowed</b>	Stopping at the stop line is discouraged. Default if omitted: false.
<b>lane</b> <b>.manoeuvres</b> <b>.yield always</b> <b>required</b>	The allowed movements are not protected. When proceeding, conflicting traffic may have priority. Default if omitted: false.
<b>lane</b> <b>.manoeuvres</b> <b>.go with halt</b>	The allowed movements must be preceded by a halt at the stop line. Default if omitted: false.
<b>lane</b> <b>.manoeuvres</b> <b>.caution</b>	The allowed movements must be carried out with caution. Default if omitted: false.

### 8.3.4 Intersection Phase

This message lets the OBU provide information about the next phases at a visible intersection. The information originates from SPAT. The purpose of this message is to provide information that can be used for driver assistance: which lane to take and how to adapt the speed to get green and save energy.

Note: The message mirrors SPAT but shall be kept stable (backward and forward compatible) should SPAT change in the future. Information pertaining to different intersections must be provided as separate messages and published to separate topics (per intersection).

Prerequisite: the current path must have been provided.

Item	Definition
Name	PtxV2xIntersectionPhase
Topic	<root>/<version>/<pub. type>/<pub. id>/v2x/intersection/<intersection id>/phase [publisher type = "obu", publisher id = OBU ID]
Structure (Protobuf 3)	<pre> message PtxV2xIntersectionPhase {     message V2xMovementState {         message V2xMovementEvent {             message V2xTimeChangeDetails {                 google.protobuf.Timestamp start_time = 1 [required = true]; // [RFC 3339, cf. §5.2]                 google.protobuf.Timestamp earliest_end_time = 2; // [RFC 3339, cf. §5.2]                 google.protobuf.Timestamp Likely_end_time = 3; // [RFC 3339, cf. §5.2]                 google.protobuf.Timestamp latest_end_time = 4; // [RFC 3339, cf. §5.2]                 google.protobuf.Int32Value confidence = 5; // [0%..100%] confidence for Likely end time                 google.protobuf.Timestamp next_time = 6; // [RFC 3339, cf. §5.2]             }              PtxV2xEnum.V2xMovementPhaseState event_state = 1 [required = true];             V2xTimeChangeDetails timing = 2 [required = true];         }          int32 signal_group_id = 1 [required = true]; // ID of the signal group within the intersection         string name = 2 [required = true]; // for debugging only         repeated V2xMovementEvent state_time_speed = 3; // should contain current and next     }      io.ptx.proto.PtxHeader msg_header = 1 [required = true];     string intersection_id = 2 [required = true]; // ID of the intersection (e.g. "&lt;region&gt;:&lt;id&gt;")     string name = 3 [required = true]; // for debugging only     int32 revision = 4 [required = true]; // for debugging only     repeated int32 enabled_lane_id = 5; // should not be empty     repeated V2xMovementState state = 6; // only allowed movements as per vehicle type } </pre>
Retain	false (frequency: upon change or change of visibility)
QoS	1
Behaviour of OBU	<p>An updated message shall be published whenever a relevant intersection has become visible (or its SPAT has been updated) in its entirety (all fragments received) and has changed since the last published message and the minimum interval for this RSU has expired.</p> <p>As a general principle, the OBU shall provide all attributes that are present in the SPAT message. All other attributes are optional and need not be present in this message.</p>

Attribute definitions:

Attribute	Definition
intersection id	Reference to the intersection for which the information is provided. If this reference doesn't match the ID of the intersection in an intersection map, this message shall be discarded.
name	The name of the intersection is for debugging only.
revision	The revision of the intersection phase information is for debugging only.

Attribute	Definition
<b>enabled lane id</b>	This list of references denotes the enabled lanes of the intersection. The other lanes are apparently disabled.
<b>state</b>	A list of substructures. Each substructure pertains to an allowed movement, identified by the signal group ID. It is sufficient to provide signal group information that are relevant to the vehicle type. Signal groups for pedestrians are not relevant.
<b>state .signal group id</b>	The ID of the signal group (= movement).
<b>state .name</b>	The name of the signal group (= movement) is used for debugging only.
<b>state .state time speed</b>	A list of substructures representing the current and future phases of the signal group. The first in the list represents the current phase.
<b>state .state time speed .event state</b>	The phase.
<b>state .state time speed .timing</b>	A single substructure that groups the timing information of this phase.
<b>state .state time speed .timing .start time</b>	The start time of this phase.
<b>state .state time speed .timing .earliest end time</b>	The earliest end time of this phase.
<b>state .state time speed .timing .likely end time</b>	The likely end time of this phase.
<b>state .state time speed .timing .latest end time</b>	The latest end time of this phase.
<b>state .state time speed .timing .confidence</b>	The confidence that the likely end time will materialise.

Attribute	Definition
<b>state</b> <b>.state time</b> <b>speed</b> <b>.timing</b> <b>.next time</b>	The next time this phase is foreseen to start.

### 8.3.5 Intersection Status

This message lets the OBU tell which lanes to use at the intersections along the currently registered path. This allows the IBIS to filter the information contained in the intersection map (MAP) and intersection phase (SPAT) information. In addition, this message provides the status of any ongoing traffic signal priority request.

Note: This message links the registered path with MAP and SPAT. Information pertaining to different intersections must be provided as separate messages and published to separate topics (per intersection).

Prerequisite: the current path must have been provided.

Item	Definition
<b>Name</b>	PtxV2xIntersectionStatus
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/v2x/intersection/<intersection id>/status [publisher type = "obu", publisher id = OBU ID]
<b>Structure (Protobuf 3)</b>	<pre> message PtxV2xIntersectionStatus {   io.ptx.proto.PtxHeader msg_header = 1 [required = true];   PtxV2xPathLocation.V2xPathLocation path_location = 2 [(protoc.gen.jsonschema.field_options).required = true];   string intersection_id = 3 [required = true]; // reference to the intersection (e.g. "&lt;region&gt;:&lt;id&gt;")   int32 signal_group_id = 4 [required = true]; // ID of movement (unique within intersection)   int32 ingress_lane_id = 5 [required = true]; // ID of the recommended ingress Lane (c.f. MAP/SPAT)   int32 egress_lane_id = 6 [required = true]; // ID of the recommended egress Lane (c.f. MAP/SPAT)   PtxV2xEnum.V2xPriorityStatus priority_status = 7 [required = true]; // priority request status   google.protobuf.Timestamp recommended_departure_from_stop = 8; // [RFC 3339, cf. §5.2]   google.protobuf.FloatValue recommended_speed = 9; // [m/s, max. 2 decimals]   google.protobuf.FloatValue distance_to_stop_line = 10; // [m, max. 1 decimal] } </pre>
<b>Retain</b>	false (frequency: upon change or change of visibility)
<b>QoS</b>	1
<b>Behaviour of OBU</b>	<p>This message conveys information contained in MAP, SPAT and SSM. MAP and SPAT shall only be processed by the OBU once all fragments have been received.</p> <p>The OBU selects the correct movement through the intersection(s) that are visible along the currently registered path and provides this information to the IBIS, including the status of the priority request that was made (if any).</p> <p>The lane selection shall be done by the OBU based on vehicle type and lane use, augmented by any local rules.</p> <p>Whenever new (or changed) information has become available that is relevant for the IBIS, this message shall be sent. It is relevant if the intersection is on the currently registered path.</p> <p>As a general principle, the OBU shall provide all attributes that are present in the MAP/SPAT/SSM messages. All other attributes are optional and need not be present in this message.</p>

Attribute definitions:

Attribute	Definition
<b>path location</b>	A single substructure, identical to the stand-alone message "PathLocation". It expresses the point on the current path that corresponds to the stop line of the recommended ingress lane of this intersection.
<b>path location .path id</b>	The reference to the path to which this intersection status message belongs. If this reference doesn't match the ID of the current path, the intersection status message shall be discarded.
<b>path location .segment seq</b>	The segment of the path on which the stop line of the recommended ingress lane is located.
<b>path location .point seq</b>	The point of the segment that precedes the stop line of the recommended ingress lane.

Attribute	Definition
<b>path location .dist</b>	The distance of the stop line of the recommended ingress lane with respect to the beginning of the path.
<b>intersection id</b>	The ID of the intersection for which this status information is provided.
<b>signal group id</b>	The signal group ID that is to be used to traverse the intersection.
<b>ingress lane id</b>	The recommended ingress lane.
<b>egress lane id</b>	The recommended egress lane.
<b>priority status</b>	The priority status that the traffic controller provided. Before receiving a response, the status is UNKNOWN. If there is no response, the status is TIMEOUT.
<b>recommended departure from stop</b>	The OBU may recommend when the driver should depart from the stop in order to catch the next green phase. This is an optional feature for the OBU to implement. If provided, it is optional for the IBIS to use.
<b>recommended speed</b>	The OBU may recommend a speed which the driver should use to catch the next green phase. This is an optional feature for the OBU to implement. If provided, it is optional for the IBIS to use.
<b>distance to stop line</b>	The OBU may provide the distance of the vehicle to the intersection. This is an optional feature for the OBU to implement. If provided, it is optional for the IBIS to use.



## 8.4 Air Interface Mirroring

Air interface mirroring is a means

- to understand what is going on in the air at a certain location
- to find out if interesting new features could be implemented based on the available information
- to validate the correct implementation of both the own OBU and of the peer stations (OBUs, RSUs)

If mirroring is enabled for one or more incoming or outgoing message types, the messages that

- are to be sent by the OBU
- have been received by the OBU

are published by the OBU to the MQTT broker 1:1 or at least without loss of relevant information.

The OBU performs a change of serialisation:

- over the air: ASN.1-UPER (unaligned packed encoding rules)
- on the broker: ASN.1-JER (JSON encoding rules) or ASN.1-XER (XML encoding rules) or a proprietary textual representation that is easy for the field engineer to understand

Both incoming and outgoing messages are throttled: a new message is only mirrored if either (for each peer station and message type):

- the message content has changed
- the elapsed time since the last mirrored message exceeds the time interval that the IBIS provided in its configuration message

The topic structure contains

- direction (in/out)
- message type (currently “cam”, “map”, “spat”, “srm”, “ssm”; to be extended)
- encoding rule (“text”, “json”, “xml”, “uper”, “pcap”)

These message types apply even if the “extended version” (e.g. SPATEM) is used over-the-air. The encoding rule determines the MQTT payload type (text or binary). At least one of the formats JSON, XML or TEXT are expected to be supported by the OBU.

### 8.4.1 Sent Messages

This message mirrors a message that the OBU has sent (or is about to send) over-the-air.

Item	Definition
<b>Name</b>	(no name, interpretation depends on message type)
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/air/out/<message type>/<encoding rule> [publisher type = "obu", publisher id = OBU ID]
<b>Retain</b>	false
<b>QoS</b>	0
<b>Behaviour of OBU</b>	For each message the OBU sends (out) over the air <ul style="list-style-type: none"> <li>• if mirroring has been configured for this message type</li> <li>• it shall publish the text version as per the configured encoding rule</li> <li>• to the topic corresponding to message type and encoding rule (only last part of message type enum, in lower case, e.g. "map" or "cam") (only last part of encoding rule enum, in lower-case, e.g. "json" or "text")</li> <li>• but not more often than the configured interval (per message type).</li> </ul>

### 8.4.2 Received Messages

This message mirrors a message that the OBU has received over-the-air.

Item	Definition
<b>Name</b>	(no name, interpretation depends on message type)
<b>Topic</b>	<root>/<version>/<pub. type>/<pub. id>/air/in/<message type>/<encoding rule> [publisher type = "obu", publisher id = OBU ID]
<b>Retain</b>	false
<b>QoS</b>	0
<b>Behaviour of OBU</b>	For each message the OBU receives (in) over the air <ul style="list-style-type: none"> <li>• if mirroring has been configured for this message type</li> <li>• it shall publish the text version as per the configured encoding rule</li> <li>• to the topic corresponding to message type and encoding rule (only last part of message type enum, in lower case, e.g. "map" or "cam") (only last part of encoding rule enum, in lower-case, e.g. "json" or "text")</li> <li>• as soon as received, but only if configured interval has elapsed since last message (per message type <u>and peer station</u>).</li> </ul>

### 8.4.3 PCAP Dumps

In addition to live mirroring, the OBU might also support the creation of message dumps in PCAP format, for analysis with WireShark. This capability needs not be announced on the broker. Access to the PCAP dumps is preferably via the OBU's built-in HTTP server.

PCAP files are kept on the OBU and can be downloaded from the OBU's HTTP server for analysis. The OBU is responsible for disk space management, i.e. to limit the disk space used for PCAP files and clean up old PCAP files.

Recommendation: Per-message logging produces lots of write cycles which could reduce the lifetime of the disk (or any non-volatile storage). It is hence recommended that the OBU write the PCAP file in larger chunks.

## 9 Interaction Diagrams

This chapter is INFORMATIVE. It illustrates how the V2X messages (in the air) and the PTX messages (MQTT) relate to each other. The V2X over-the-air protocol is asynchronous. Each party just broadcasts. There are no request/response handshakes. Therefore, the depicted sequences cannot be more than illustrating examples.

### 9.1 Sending CAM [stage 0]

Sending out the CAM is a basic function of any vehicle in the C-ITS context. The CAM consists of of a number of containers:

- the basic container defines the station type and contains a reference position
- the high-frequency container changes as the vehicle moves through space (e.g. geo location, heading, speed, ...)
- the low-frequency container contains quasi-static information about the vehicle (e.g. vehicle role, dimensions, ...)
- the special vehicle container contains information specific to public transport vehicles (e.g. “embarkation status” aka. door release or R09 payload) or emergency vehicles (e.g. whether or not the light bar and/or siren is in use, or its priority)

The following PTX messages convey the information that the OBU requires to send out CAM:

- Vehicle Info (→ low-frequency container)
- Operational Status (→ high-frequency container, public transport container)

The following diagram depicts this interaction:

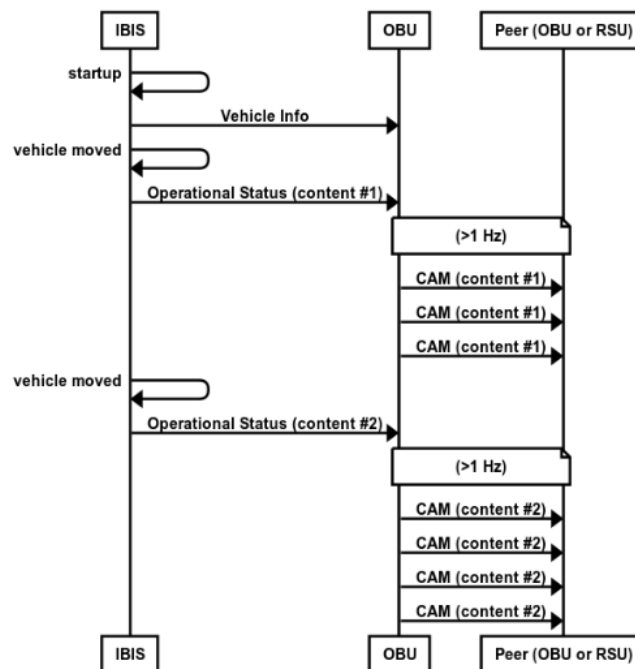


Figure 12: Interaction Diagram “Sending CAM”

Note: Whereas it is up to the OBU to complement or replace the information sent by the IBIS with information obtained from its own configuration or sensors, the integration as described in this section is highly recommended. For a fleet-wide deployment, it will reduce the overall effort and

increase the data quality, especially during the maintenance and repair phase, where OBUs might be removed from one vehicle, repaired, and installed in a different vehicle.

## 9.2 Sending R09 over CAM [stage 1A]

The R09 “telegram” exists in as many variants as there are cities where it is used for traffic light priority over analog or digital radio. When reaching a supplied “reporting point” or triggered otherwise, at the same time as it is sent over the analog or digital channel, it shall be sent in parallel over V2X. Once all vehicles support both the “traditional” and the “new” way of sending R09 telegrams, fitting the junctions with V2X can happen at its own pace, without any further dependencies.

The OBU can wrap the R09 Request into CAM. Compared to wrapping into SRM:

- there is no response from the junction controller: the OBU cannot know whether or not the request ever reached the junction controller
- there is no hopping: the range is limited to a single “hop” and it is possible that some reporting points will have to be shifted to a different location

The following diagram depicts the interaction when wrapping the R09 request into CAM:

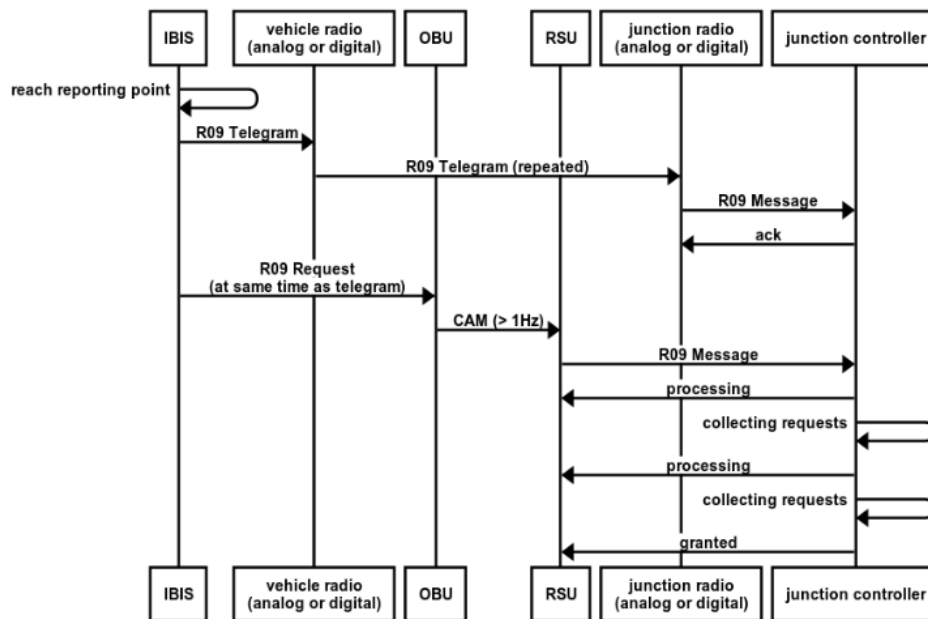


Figure 13: Interaction Diagram “Sending R09 over CAM”

As a summary, each R09 message is sent at the same time (when reaching a reporting point) over the conventional analog or digital radio and over V2X. This allows for an easy migration of the junctions.

Sending R09 telegrams over CAM is a valid replacement for analog or digital radio. It is functionally equivalent and thanks to using the robust physical layer of V2X, both the reach and the reliability of the resulting traffic light priority requests can be expected to be high.

## 9.3 Sending R09 over SRM [stage 1B]

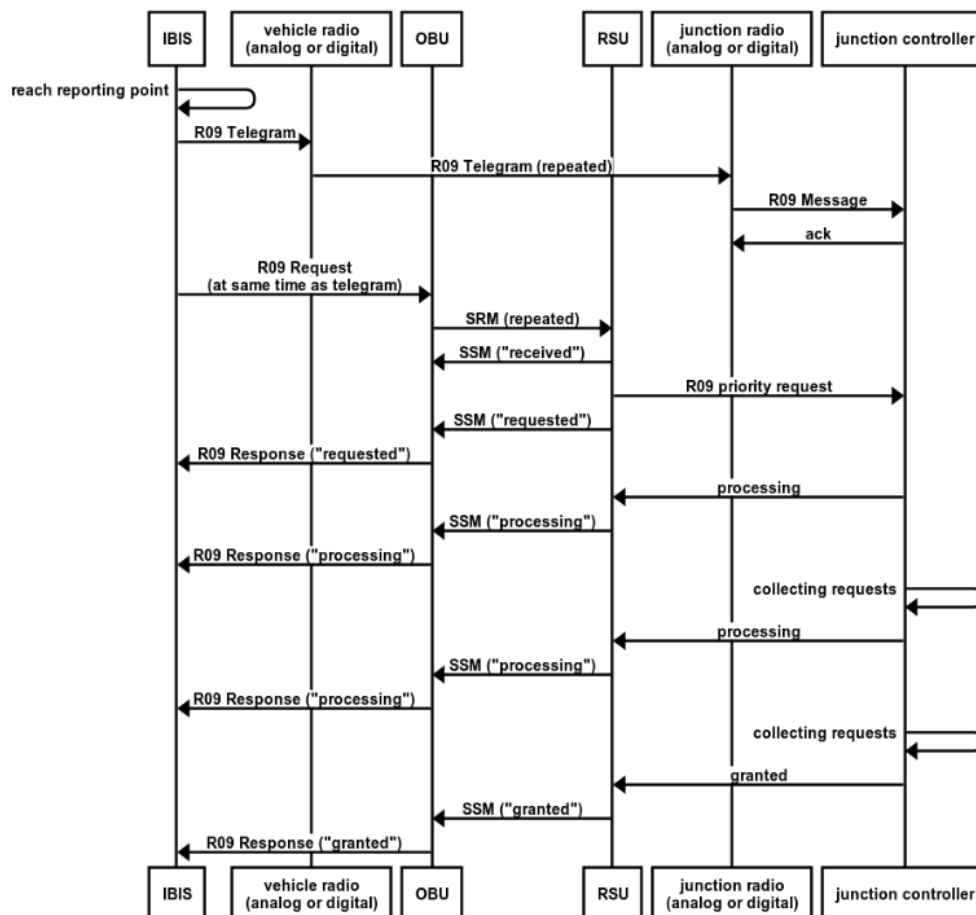
The R09 “telegram” exists in as many variants as there are cities where it is used for traffic light priority over analog or digital radio. When reaching a supplied “reporting point”, at the same time

as it is sent over the analog or digital channel, it shall be sent in parallel over V2X. Once all vehicles support both the “traditional” and the “new” way of sending R09 telegrams, fitting the junctions with V2X can happen at its own pace, without any further dependencies.

The OBU can wrap the R09 Request into SRM. Compared to wrapping into CAM:

- there are responses (SSM) from the junction controller: the OBU knows whether or not the request reached the junction controller
- there is hopping (between OBUs and RSUs that are “not too far”): the range is extended and it is very likely that no reporting points will have to be shifted to a different location

The following diagram depicts the interaction when wrapping the R09 request into SRM:



**Figure 14: Interaction Diagram “Sending R09 over SRM”**

To allow for an easy migration of the junctions, each R09 message is sent in parallel (when reaching a reporting point or triggered otherwise):

- over the conventional analog (VDV 420) or digital radio (VDV 426)
- over V2X

For each outgoing R09 message, multiple responses are to be expected by the IBIS, each response containing an updated status of the request.

Compared to sending R09 telegrams over CAM, sending R09 telegrams over SRM improves both range and reliability. From an IBIS perspective, the two cases differ by the R09 response which is only available when the SRM-SSM handshake is used.

## 9.4 Sending SRM with ETA [stage 2A]

One of the main benefits of the V2X approach to traffic light priority is that reporting points are no longer needed. The OBU can send the ETA to the RSU which relays it to the junction controller. As the vehicle approaches the junction, it will continuously re-calculate the ETA and inform the junction controller about ETA changes. The junction controller can thereby optimise its timing of phases.

The following diagram depicts the interaction when using the SRM to send and update the ETA:

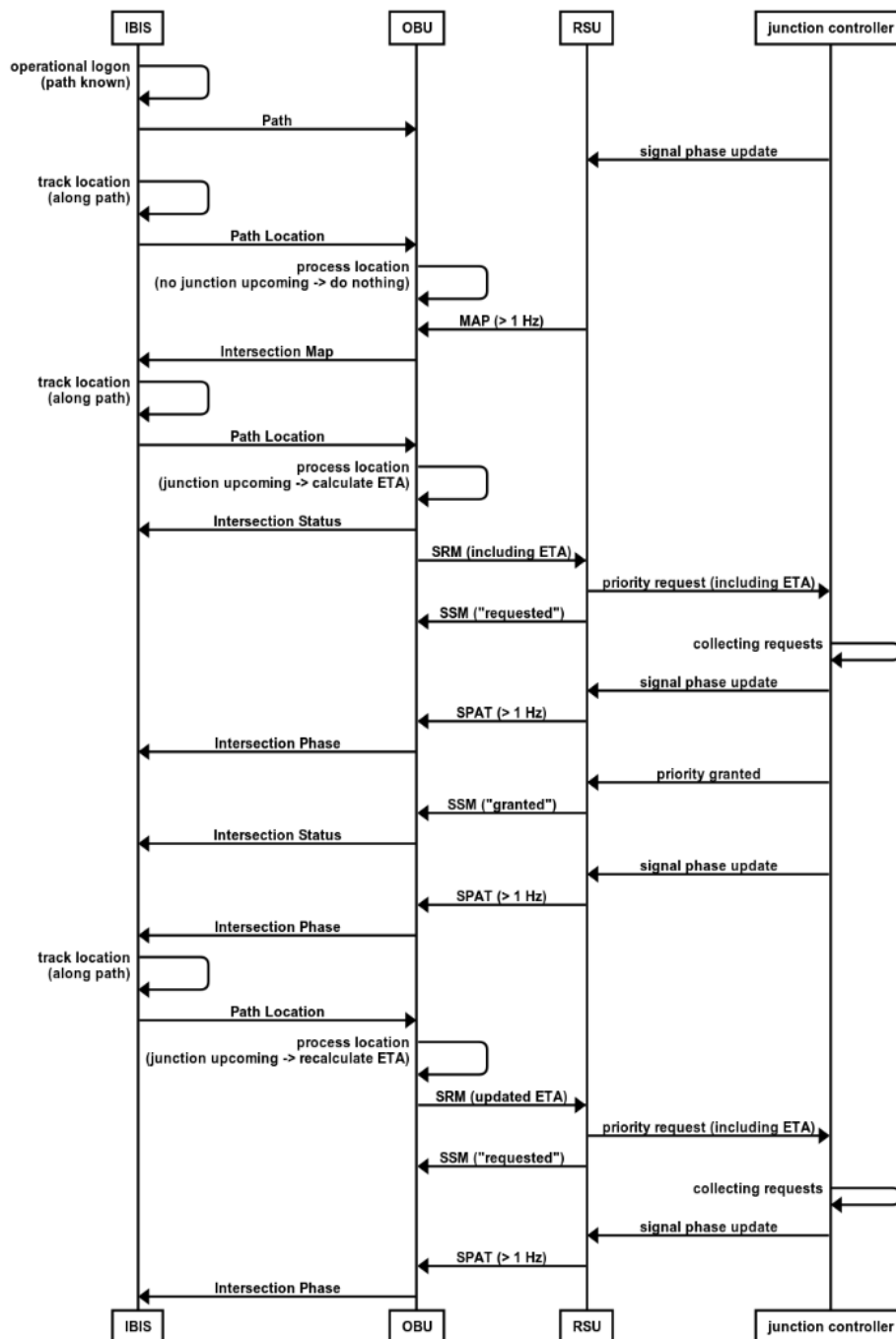


Figure 15: Interaction Diagram “Sending SRM with ETA”

As a summary, the OBU will generally propagate the V2X messages as follows:

- MAP → “Intersection Map” + “Intersection Status” (defines used lanes)

- SPAT → “Intersection Phase” + “Intersection Status” (provides phase info)
- SSM → “Intersection Status” + “Intersection Status” (provides priority status info)

Furthermore, the OBU will decide on its own when to send and update SRM, based on the information contained in “Path” and “Path Location”. Reporting points are no longer needed.

## 9.5 Signal Phase Assistance [stage 2B]

The intended use cases of signal phase assistance are:

- energy-optimized approach to intersection (“carry momentum”)
- time-optimized departure from stop (“carry passengers”)

Signal phase assistance builds on the interactions of stage 2A. It does not depend on

- whether or not a priority request was made
- whether or not it was granted or rejected

All that matters is knowledge

- of the movement (ingress and egress lanes) at the next junction
- of the signal phase for this movement

This knowledge should be combined with knowledge of

- the vehicle characteristics (weight, friction, ...)
- the vertical (uphill, downhill, straight) and horizontal (curvy, straight) topography from the current vehicle location to the intersection
- any speed limits (explicit or implicit, e.g. track switches) along the path to the intersection

## Appendix A – Sources for Interaction Diagrams

Use [WebSequenceDiagrams.com/app](https://websequencediagrams.com/app) (“patent” style) to recreate the interaction diagrams.

### A.1 Sending CAM

```
participant IBIS as IBIS
participant OBU as OBU
participant Peer (OBU or RSU) as CITS

IBIS->>IBIS: startup
IBIS->>OBU: Vehicle Info

IBIS->>IBIS: vehicle moved
IBIS->>OBU: Operational Status (content #1)

note over OBU,CITS: (>1 Hz)
OBU->>CITS: CAM (content #1)
OBU->>CITS: CAM (content #1)
OBU->>CITS: CAM (content #1)

IBIS->>IBIS: vehicle moved
IBIS->>OBU: Operational Status (content #2)

note over OBU,CITS: (>1 Hz)

OBU->>CITS: CAM (content #2)
OBU->>CITS: CAM (content #2)
OBU->>CITS: CAM (content #2)
OBU->>CITS: CAM (content #2)
```

### A.2 Sending R09 over CAM

```
participant IBIS as IBIS
participant vehicle radio\n(analog or digital) as VRADIO
participant OBU as OBU
participant RSU as RSU
participant junction radio\n(analog or digital) as JRADIO
participant junction controller as JC

IBIS->>IBIS: reach reporting point
IBIS->>VRADIO: R09 Telegram
VRADIO->>JRADIO: R09 Telegram (repeated)
JRADIO->>JC: R09 Message
JC->>JRADIO: ack

IBIS->>OBU: R09 Request\n(at same time as telegram)
OBU->>RSU: CAM (> 1Hz)
RSU->>JC: R09 Message
JC->>RSU: processing
JC->>JC: collecting requests
JC->>RSU: processing
JC->>JC: collecting requests
JC->>RSU: granted
```

### A.3 Sending R09 over SRM

```
participant IBIS as IBIS
participant vehicle radio\n(analog or digital) as VRADIO
participant OBU as OBU
participant RSU as RSU
participant junction radio\n(analog or digital) as JRADIO
participant junction controller as JC

IBIS->>IBIS: reach reporting point
IBIS->>VRADIO: R09 Telegram
VRADIO->>JRADIO: R09 Telegram (repeated)
JRADIO->>JC: R09 Message
JC->>JRADIO: ack

IBIS->>OBU: R09 Request\n(at same time as telegram)
OBU->>RSU: SRM (repeated)
RSU->>OBU: SSM ("received")
RSU->>JC: R09 priority request
```



```
RSU->OBU: SSM ("requested")
OBU->IBIS: R09 Response ("requested")
JC->RSU: processing
RSU->OBU: SSM ("processing")
OBU->IBIS: R09 Response ("processing")
JC->JC: collecting requests
JC->RSU: processing
RSU->OBU: SSM ("processing")
OBU->IBIS: R09 Response ("processing")
JC->JC: collecting requests
JC->RSU: granted
RSU->OBU: SSM ("granted")
OBU->IBIS: R09 Response ("granted")
```

## A.4 Sending SRM with ETA

```
participant IBIS as IBIS
participant OBU as OBU
participant RSU as RSU
participant junction controller as JC

IBIS->IBIS: operational Logon\n(path known)
IBIS->OBU: Path
JC->RSU: signal phase update
IBIS->IBIS: track Location\n(along path)
IBIS->OBU: Path Location
OBU->OBU: process Location\n(no junction upcoming -> do nothing)
RSU->OBU: MAP (> 1 Hz)
OBU->IBIS: Intersection Map
IBIS->IBIS: track Location\n(along path)
IBIS->OBU: Path Location
OBU->OBU: process Location\n(junction upcoming -> calculate ETA)
OBU->IBIS: Intersection Status
OBU->RSU: SRM (including ETA)
RSU->JC: priority request (including ETA)
RSU->OBU: SSM ("requested")
JC->JC: collecting requests
JC->RSU: signal phase update
RSU->OBU: SPAT (> 1 Hz)
OBU->IBIS: Intersection Phase
JC->RSU: priority granted
RSU->OBU: SSM ("granted")
OBU->IBIS: Intersection Status

JC->RSU: signal phase update
RSU->OBU: SPAT (> 1 Hz)
OBU->IBIS: Intersection Phase

IBIS->IBIS: track Location\n(along path)
IBIS->OBU: Path Location
OBU->OBU: process Location\n(junction upcoming -> recalculate ETA)
OBU->RSU: SRM (updated ETA)
RSU->JC: priority request (including ETA)
RSU->OBU: SSM ("requested")
JC->JC: collecting requests
JC->RSU: signal phase update
RSU->OBU: SPAT (> 1 Hz)
OBU->IBIS: Intersection Phase
```