

Action for international standardization of ETC2.0 service

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(Key words) ETC2.0, smart use of road, international standardization, overseas expansion

1. Introduction

The World Trade Organization (WTO) obliges member countries to make individual standards such as the national standard in each country consistent with the international standard. In addition, there is an increasingly active transition from a de facto standard (a standard based on an established fact), which has already had a major impact on the market, to a de jure standard (a standard determined by an official institution), and international standardization has become very important. In particular, when new technology is introduced in the market, the early establishment of its international standard specification makes it possible to prevent market turmoil in the early stage.

In Japan, in the past, a market share has been obtained by making efforts during the manufacturing process to meet the international standard established by other countries. However, in the future, to effectively outpace the market competition during this period of internationalization, it is desirable to promote technology development and standardization proposals at the same time. Therefore, NILIM will attend ISO/TC204, which is a meeting for international standardization, and make a proposal for the international standardization of Japanese ITS technology, particularly the ETC2.0 service, in cooperation with various relevant organizations.

2. Action for international standardization

ETC2.0 service is expected to be used in various fields in the future, such as for the dynamic provision of information to drivers and measures to remedy traffic congestion using the travel information of each vehicle, in addition to conventional electronic toll collection (see Figure 1). NILIM created a draft for the international standardization of this service, and we are working on international standardization and making a proposal to ISO/TC204, in collaboration with domestic parties. For example, for standardization and procedures, we discuss at WG5 (Working Group 5: Fee and toll collection) where electronic toll collection is dealt with as for probe data for heavy vehicles equipped with ETC2.0 and a traffic monitoring service using WIM (see Figure 2),

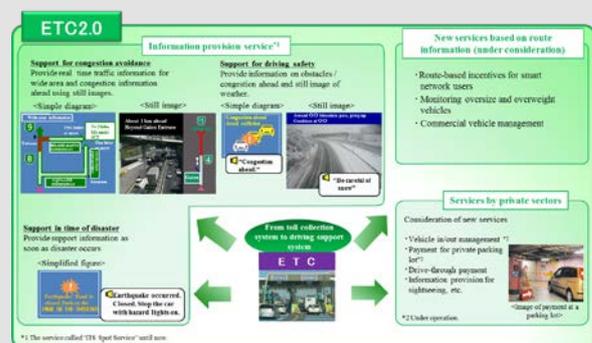


Figure 1 Overview of ETC2.0 service

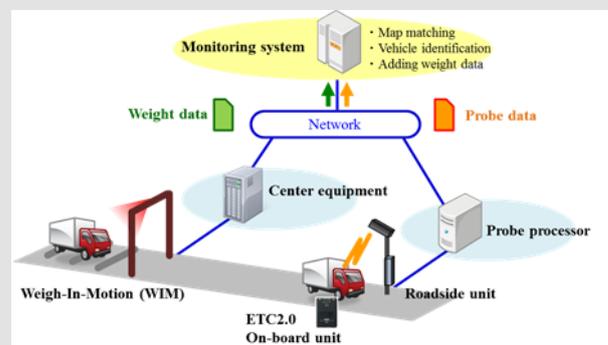


Figure 2 Monitoring system for heavy vehicles equipped with ETC2.0

and WG7 (Working Group 7: General fleet management and commercial /freight) is discussing commercial vehicle operation management.

3. Concluding remarks

The standardization of Japanese ITS technology has already been conducted; however, we need to cooperate in Japan on the international standardization of an ETC2.0 service that will start in the future.

[Reference]

1) Public Interest Incorporated Association, Society of Automotive Engineers of Japan, Standardization of ITS 2015 (in Japanese)

http://www.jsae.or.jp/01info/its/2015_bro_j.pdf