

# Triggering Conditions and Data Quality Traffic Jam

CAR 2 CAR Communication Consortium



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COMMUNICATION CONSORTIUM

## About the C2C-CC

Enhancing road safety and traffic efficiency by means of Cooperative Intelligent Transport Systems and Services (C-ITS) is the dedicated goal of the CAR 2 CAR Communication Consortium. The industrial driven, non-commercial association was founded in 2002 by vehicle manufacturers affiliated with the idea of cooperative road traffic based on Vehicle-to-Vehicle Communications (V2V) and supported by Vehicle-to-Infrastructure Communications (V2I). Today, the Consortium comprises 61 members, with 11 vehicle manufacturers, 31 equipment suppliers and 29 research organisations.

Over the years, the CAR 2 CAR Communication Consortium has evolved to be one of the key players in preparing the initial deployment of C-ITS in Europe and the subsequent innovation phases. CAR 2 CAR members focus on wireless V2V communication applications based on ITS-G5 and concentrate all efforts on creating standards to ensure the interoperability of cooperative systems, spanning all vehicle classes across borders and brands. As a key contributor, the CAR 2 CAR Communication Consortium works in close cooperation with the European and international standardisation organisations such as ETSI and CEN.

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## Document information

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**Table 1: Document information**

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**Table 2: Changes since last version**

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## 1 Introduction

**Other (informational)**

**RS\_tcTrJa\_148**

This document describes the triggering conditions for traffic jam warning for the following two C-ITS services:

- traffic jam – dangerous end of queue
- traffic jam – traffic jam ahead

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## 2 Definitions

### Definition

RS\_tcTrJa\_642

'*Vehicle speed*' is the length of the velocity-vector of the reference position point.

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## 3 Requirement specifications

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### 3.1 Traffic jam - dangerous end of queue

#### 3.1.1 Description of cooperative intelligent transport systems (C-ITS) service

**Other (informational)**

**RS\_tcTrJa\_93**

This C-ITS service transmits vehicle-to-vehicle (V2V) information on a situation where an ego vehicle detects the end of a traffic jam ('dangerous end of queue'). Such a situation exists, when the traffic lane of the ego vehicle is blocked and the vehicle cannot proceed in its lane. Urban environment is not considered in this service.

To distinguish this C-ITS service from other C-ITS services, the triggering conditions in section 3.1.2 define how the end of a traffic jam exactly looks like.

**Other (informational)**

**RS\_tcTrJa\_149**

The following C-ITS services are related to this service, because they share similar triggering conditions:

- 'dangerous situations — electronic emergency brake light'.

#### 3.1.2 Triggering conditions

##### 3.1.2.1 Preconditions

**Requirement**

**RS\_tcTrJa\_94**

The following preconditions shall be satisfied when this use case is triggered:

1. the ego vehicle is located in a non-urban environment, as determined in at least one of the following ways:
  - 1.1. the velocity is greater than 80 km/h for a time block of at least 30 s in the 60 s prior to each detection and the absolute value of the steering wheel angle is less than  $90^\circ$  for a time block of at least 30 s in the 60 s prior to each detection;
  - 1.2. an on-board camera sensor indicates non-urban environment;
  - 1.3. an on-board digital map indicates non-urban environment.

Note: PTW do not use the steering wheel angle recognizing the non-urban environment (steering wheel angle is always treated as being  $<90^\circ$ ).

Tested by:

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**Requirement**

**RS\_tcTrJa\_96**

The velocity and angle values shall be measured continuously. The conditions shall be satisfied throughout the measurement duration. The process shall start over again if the conditions are not satisfied within measurement duration.

Tested by:

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##### 3.1.2.2 Service-specific conditions

**Requirement**

**RS\_tcTrJa\_105**

If the preconditions in RS\_tcTrJa\_94 and at least one of the following conditions are satisfied, the triggering conditions for this C-ITS service are fulfilled and the generation of a



Decentralised Environmental Notification Message (DENM) shall be triggered:

- TRCO\_0 AND (TRCO\_2 OR TRCO\_3 OR TRCO\_4 OR TRCO\_5 OR TRCO\_6)
- TRCO\_1 AND TRCO\_2.

**Table 3: ‘Traffic jam — dangerous end of queue’ service-specific conditions**

Count	Triggering condition (TRCO)	Status
TRCO_0	The ego vehicle is driving with an initial velocity exceeding 80 km/h and the initial deceleration is equal to or below 0.1 m/s <sup>2</sup> . The driver reacts to the dangerous end of queue by reducing the velocity from initial to target velocity of 30 km/h or less. The duration between initial and target velocity shall be 10 s or less. An instant deceleration between initial and target velocity exceeding -3.5 m/s <sup>2</sup> is detected.	driver reaction
TRCO_1	Passengers of the ego vehicle react to the traffic jam by enabling hazard lights for at least 3 s	driver reaction
TRCO_2	At least three other vehicles with a velocity of at least 7 km/h have hazard lights enabled for at least 3 s as indicated by: <ul style="list-style-type: none"> <li>• an on-board camera sensor; or</li> <li>• CAMs.</li> </ul>	environment or on-board sensors
TRCO_3	At least one DENM corresponding to the ‘Traffic jam - <i>Dangerous end of queue</i> ’ C-ITS service has been received.	environment
TRCO_4	At least five different DENMs (i.e. with different <i>actionIDs</i> ) corresponding to the ‘ <i>traffic jam - traffic jam ahead</i> ’ C-ITS service have been received from the downstream traffic.	environment
TRCO_5	At least one DENM corresponding to the ‘Special vehicle warning - <i>Static safeguarding emergency vehicle</i> ’ C-ITS service has been received, with <i>linkedCause</i> equal to <i>Traffic Condition</i> or <i>Dangerous End of Queue</i> .	environment
TRCO_6	On-board sensors of the ego vehicle recognise that the vehicle is facing a dangerous end of queue.	on-board sensors

**Requirement**

**RS\_tcTrJa\_151**

A new DENM shall not be requested within the *Detection Blocking Time*. The *Detection Blocking Time* is launched after the event is detected and a DENM to that effect has been requested. In this way, a single event is not able to flood the transmission channel. The *Detection Blocking Time* shall be 60 s no matter how the event is detected. The detection period between two detected events shall be at least equal to the *Detection Blocking Time*. The detection algorithm may run during *Detection Blocking Time*.

Note: No period for the braking manoeuvres is presented, because the initial ego vehicle velocity has no upper restriction.

Tested by:

**Requirement**

**RS\_tcTrJa\_107**

A condition shall be valid as long as it is active and for an extra period of 5 s (the period increases the determinism of the detection algorithm). The validity shall decrease from the moment the condition is no longer satisfied, thus facilitating the combination of triggering

conditions.

Tested by:

**Requirement**

**RS\_tcTrJa\_108**

CAMs and DENMs from remote vehicles used for evaluating service specific conditions as described above shall be relevant for the ego vehicle. The relevance shall be determined in one of these ways:

- a) a digital map indicates that the event and the ego vehicle are separated by a distance of less than 500 m and share the same driving direction;
- b) a path history match indicates that the event and the ego vehicle are separated by a distance of less than 500 m and share the same driving direction;
- c) the Euclidean distance between the event and the ego vehicle is less than 500 m and the absolute value of the heading difference is less than 10 °. The traffic jam reference positions according to the DENMs are located in an area spanning from -45 ° to +45 ° starting at the ego vehicle’s longitudinal axis.

Note: When counting vehicles or events, Authorization Ticket (AT) change should be considered in such a way that no vehicle or event is counted multiple times.

Tested by:

**3.1.2.3 Information quality**

**Requirement**

**RS\_tcTrJa\_109**

The value of the data element *informationQuality* in the DENM depends on how the situation is detected. TRCOs (see RS\_tcTrJa\_105) are divided into groups: driver reaction, vehicle dynamics, environment and on-board sensors. The *informationQuality* value shall be set according to the following table. The highest possible value shall be used.

**Table 4: Information quality of ‘traffic jam — dangerous end of queue’**

Event detection	Value of InformationQuality
No TRCO compliant implementation	unknown(0)
At least one TRCO from the driver reaction AND environment group is fulfilled.	1
At least one TRCO from the driver reaction AND on-board sensors group is fulfilled.	2
At least one TRCO from the driver reaction AND environment AND on-board sensors group is fulfilled.	3

Tested by:

**3.1.3 Termination conditions**

**Requirement**

**RS\_tcTrJa\_110**

A termination of the C-ITS service shall not be considered.

Tested by:

### 3.1.3.1 Cancellation

#### Requirement

RS\_tcTrJa\_111

A cancellation DENM shall not be used for this C-ITS service.

Tested by:

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### 3.1.3.2 Negation

#### Requirement

RS\_tcTrJa\_112

A negation DENM shall not be used for this C-ITS service.

Tested by:

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### 3.1.4 Update

#### Requirement

RS\_tcTrJa\_113

An update DENM shall not be used for this C-ITS service.

Tested by:

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### 3.1.5 Repetition duration and repetition interval

#### Requirement

RS\_tcTrJa\_114

New DENMs shall be repeated for a *repetitionDuration* of 20 s with a *repetitionInterval* of 0.5 s.

Therefore, the interface parameters *Repetition duration* and *Repetition interval* between the application and the Decentralised Environmental Notification (DEN) basic service shall be set according to the above values.

Note: Where two DENMs with the same *causeCode* originate from the same C-ITS station, the case shall be managed by the receiving C-ITS station.

Tested by:

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### 3.1.6 Traffic class

#### Requirement

RS\_tcTrJa\_115

New DENMs shall be set to *traffic class* 1.

Tested by:

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### 3.1.7 Message parameters

#### 3.1.7.1 DENM

#### Requirement

RS\_tcTrJa\_116

The following table specifies the data elements of the DENM that shall be set.

Table 5: DENM data elements of ‘traffic jam — dangerous end of queue’

Data Field	Value		
<b>Management container</b>			
<i>actionID</i>	Identifier of a DENM. Shall be set according to [TS 102 894-2].		
<i>detectionTime</i>	<i>Timestamp</i> ts-Timestamp at which the event is detected by the originating C-ITS station. Shall be set in accordance with [TS 102 894-2].		
<i>referenceTime</i>	<i>Timestamp</i> ts-Timestamp at which a new DENM is generated. Shall be set in accordance with [TS 102 894-2].		
<i>termination</i>	Shall not be set, because neither negation nor cancellation are to be used in this C-ITS service.		
<i>eventPosition</i>	<i>ReferencePosition</i> . Shall be set in accordance with [TS 102 894-2].		
<i>relevanceDistance</i>	lessThan1000 m(4)		
<i>relevanceTrafficDirection</i>	upstreamTraffic(1)		
<i>validityDuration</i>	20s (it is expected that vehicles will be facing a different traffic situation 20 s after detection)		
<i>stationType</i>	The type of the originating C-ITS station. Shall be set in accordance with [TS 102 894-2].		
<b>Situation container</b>			
<i>informationQuality</i>	See RS_tcTrJa_109.		
<i>causeCode</i>	dangerousEndOfQueue(27)		
<i>subCauseCode</i>	unavailable(0)		
<b>Location container</b>			
<i>eventSpeed</i>	Speed of the originating C-ITS station. Shall be set in accordance with [TS 102 894-2].		
<i>eventPositionHeading</i>	Heading of the originating C-ITS station. Shall be set in accordance with [TS 102 894-2].		
<i>traces</i>	<i>PathHistory</i> of the originating C-ITS station. Shall be set in accordance with [TS 102 894-2].		
<i>roadType</i>	<i>RoadType</i> of the road on which the detecting C-ITS station is situated.		
	Shall be set in accordance with [TS 102 894-2] in combination with the following rules:		
	<b>Urban / non-urban</b>	<b>Structural separation</b>	<b>Data element</b>

	Urban	No	urban-NoStructuralSeparationToOppositeLanes(0)
	Urban	Yes	urban-WithStructuralSeparationToOppositeLanes(1)
	Urban	Unknown	urban-NoStructuralSeparationToOppositeLanes(0)
	Non-urban	No	nonUrban-NoStructuralSeparationToOppositeLanes(2)
	Non-urban	Yes	nonUrban-WithStructuralSeparationToOppositeLanes(3)
	Non-urban	Unknown	nonUrban-NoStructuralSeparationToOppositeLanes(2)
If the information about urban/non-urban status cannot be determined, the data element shall be omitted.			
<b>Alacarte container</b>			
<i>lanePosition</i>	If the lanePosition is provided by an on-board sensor (e.g. radar, camera), the value shall be set in accordance with [TS 102 894-2]. Use of GNSS and a digital map to estimate the lane number is not legitimate for this version of the triggering condition.		
	If the lanePosition is unknown, the data element shall be omitted.		

Tested by:

### 3.1.7.2 Cooperative Awareness Message (CAM)

**Requirement**

**RS\_tcTrJa\_117**

CAM adaption shall not be used for this C-ITS service.

Tested by:

### 3.1.8 Networking and transport layer

**Requirement**

**RS\_tcTrJa\_118**

The interface parameter destination area in IF.DEN.1 [ETSI EN 302 637-3] shall be equal to a circular shape with center point equal to *eventPosition* and radius equal to *relevanceDistance*.

Tested by:

### 3.1.9 Security layer

**Requirement**

**RS\_tcTrJa\_120**

When the triggering conditions as described in chapter 3.1.2 apply, the use case shall request the blocking of the AT changeover as defined in RS\_BSP\_184.

Tested by:

### 3.1.10 Scenarios

#### Other (informational)

RS\_tcTrJa\_152

This section has an informational character and is not part of the requirement specification. The following list encompasses scenarios which are regarded as relevant or irrelevant considering the present C-ITS service:

**Table 6: ‘Traffic jam — dangerous end of queue’ scenarios**

Count	Description	Status
SC_0	A towing maneuver consisting of two vehicles both with enabled hazard lights no matter whether stationary or moving.	Irrelevant
SC_1	A braking maneuver due to a red traffic light.	Irrelevant
SC_2	Freeway.	Relevant
SC_4	The ego vehicle is arriving at the end of a traffic queue. Other vehicles have hazard lights enabled to notify inbound traffic. Passengers of the ego-vehicle react by enabling hazard lights.	Relevant
SC_5	The ego vehicle is standing still at the end of a traffic queue with no vehicles behind. Hazard lights of the ego vehicle may be enabled.	Relevant
SC_6	The ego vehicle is performing a braking maneuver due to the end of a traffic queue. Hazard lights of the ego vehicle may be enabled.	Relevant
SC_6	Traffic on a different road.	Irrelevant
SC_7	Traffic in the opposite driving direction.	Irrelevant
SC_8	Other vehicles than passenger cars and PTWs.	Irrelevant
SC_9	Using hazard lights for ‘saying sorry’.	Irrelevant

## 3.2 Traffic jam - traffic jam ahead

### 3.2.1 Description of C-ITS service

#### Other (informational)

RS\_tcTrJa\_121

This C-ITS service transmits V2V information on a situation where an ego vehicle detects a traffic jam. Such a situation exists if the ego vehicle is surrounded by stationary traffic or a heavy volume of traffic. This service does not apply to urban environments.

It is important that a traffic jam shall be detected only in appropriate situations. All other situations though related with this C-ITS service or not, shall not be detected. To distinguish this C-ITS service from other C-ITS services, the triggering conditions in section 3.2.2 define how a traffic jam exactly looks like.

#### Other (informational)

RS\_tcTrJa\_155

The following C-ITS services are related to this service, because they share similar triggering conditions:

- ‘stationary vehicle warning — stopped vehicle’;
- ‘stationary vehicle warning — broken-down vehicle’;
- ‘stationary vehicle warning — post-crash’;
- ‘special vehicle warning — stationary recovery service warning’.

### 3.2.2 Triggering conditions

#### 3.2.2.1 Preconditions

##### Requirement

RS\_tcTrJa\_122

The following preconditions shall be satisfied when this use case is triggered:

1. no 'stationary vehicle warning' service is detected;
2. no 'special vehicle warning' service is detected;
3. the ego vehicle is located in a non-urban environment, as determined in at least one of these ways:
  - 3.1. the velocity is greater than 80 km/h for a time block of at least 30 s in the 180 s prior to each detection and the absolute value of the steering wheel angle is less than 90 ° for a time block of at least 30 s in the 60 s prior to each detection;
  - 3.2. an on-board camera sensor indicates non-urban environment;
  - 3.3. an on-board digital map indicates non-urban environment.

Note: PTW do not use the steering wheel angle recognizing the non-urban environment (steering wheel angle is always treated as being <90°).

Tested by:

##### Requirement

RS\_tcTrJa\_124

The velocity and angle values shall be measured continuously. The conditions shall be satisfied throughout the measurement duration. The process shall start over again if the conditions are not satisfied within measurement duration.

Tested by:

#### 3.2.2.2 Service-specific conditions

##### Requirement

RS\_tcTrJa\_131

If the preconditions in RS\_tcTrJa\_122 and at least one of the following conditions are satisfied, the triggering conditions for this C-ITS service are fulfilled and the generation of a DENM shall be triggered.

- TRCO\_0;
- TRCO\_1 AND (TRCO\_2 OR TRCO\_3 OR TRCO\_4 OR TRCO\_5)

**Table 7: 'Traffic jam — traffic jam ahead' service-specific conditions**

Count	Triggering condition	Status
TRCO_0	The ego vehicle is moving with an average velocity of 30 km/h or less and more than 0 km/h (this threshold is introduced to avoid overlap and to distinguish TRCO_0 and TRCO_1). The average velocity shall be calculated over a period of 120 s (the duration condition excludes frequently changing traffic states from triggering). Note: This TRCO covers the scenario where the ego vehicle is surrounded by stop-and-go traffic. See SC_5 in RS_tcTrJa_158.	vehicle dynamics

TRCO_1	The ego vehicle velocity is equal to 0 km/h for at least 30 s. Note: This TRCO covers a scenario in which the ego vehicle is stationary and surrounded by other road users. See SC_4 in RS_tcTrJa_158.	vehicle dynamics
TRCO_2	At least one DENM corresponding to the 'traffic jam - traffic jam ahead' C-ITS- service with the same driving direction has been received.	environment
TRCO_3	At least one traffic jam notification with the same driving direction has been received by means of mobile radio.	environment
TRCO_4	CAMs indicate a velocity of 30 km/h or less of at least five other vehicles within 100 m and with the same driving direction.	environment
TRCO_5	On-board sensors indicate a velocity 30 km/h or less of at least five other vehicles within 100 m and with the same driving direction.	on-board sensor

Tested by:

**Requirement**

**RS\_tcTrJa\_156**

A new DENM shall not be requested in the *Detection Blocking Time*. The *Detection Blocking Time* is launched after the event is detected and a DENM to that effect has been requested. In this way, a single event is not able to flood the transmission channel. The *Detection Blocking Time* shall be 180 s no matter how the event is detected. The detection period between two detected events shall be at least equal to the *Detection Blocking Time*. The detection algorithm may run during *Detection Blocking Time*.

Tested by:

**Requirement**

**RS\_tcTrJa\_133**

A condition shall be valid as long as it is active and for an extra period of 5 s (the period increases the determinism of the detection algorithm). The validity decreases from the moment the condition is no longer satisfied, thus facilitating the combination of triggering conditions.

Tested by:

**Requirement**

**RS\_tcTrJa\_134**

CAMs and DENMs from remote vehicles as well as mobile radio events used to evaluate service-specific conditions as described above shall be relevant for the ego vehicle. The relevance shall be determined in one of these ways:

- a) digital map indicates that the event and the ego vehicle are separated by a distance of less than 500 m and share the same driving direction;
- b) a path history match indicates that the event and the ego vehicle are separated by a distance of less than 500 m and share the same driving direction;
- c) the Euclidean distance between the event and the ego vehicle is less than 500 m and the absolute value of the heading difference is less than 10 °. The traffic jam reference positions according to the DENMs are located in an area spanning from -45 ° to +45 ° starting at the ego vehicle's longitudinal axis.

Note: When counting vehicles or events, AT change should be considered in such a way that no vehicle or event is counted multiple times.

Tested by:



### 3.2.2.3 Information quality

#### Requirement

RS\_tcTrJa\_135

The value of the data element *informationQuality* in the DENM depends on how the situation is detected. TRCOs (see RS\_tcTrJa\_131) are divided into groups: driver reaction, vehicle dynamics, environment and on-board sensors. The *informationQuality* value shall be set in accordance with the following table. The highest possible value shall be used.

**Table 8: Information quality of ‘traffic jam — traffic jam ahead’**

Event detection	Value of InformationQuality
No TRCO-compliant implementation	unknown(0)
At least one condition from the vehicle dynamics group is fulfilled, i.e. condition TRCO_0 is fulfilled.	1
At least one condition from the vehicle dynamics AND environment group is fulfilled.	2
At least one condition from the vehicle dynamics AND on-board sensor group is fulfilled.	3
At least one condition from the vehicle dynamics AND environment group AND on-board sensor group is fulfilled	4

Tested by:

### 3.2.3 Termination conditions

#### Requirement

RS\_tcTrJa\_136

A termination of the C-ITS service shall not be considered.

Tested by:

#### 3.2.3.1 Cancellation

#### Requirement

RS\_tcTrJa\_137

A cancellation DENM shall not be used for this C-ITS service.

Tested by:

#### 3.2.3.2 Negation

#### Requirement

RS\_tcTrJa\_138

A negation DENM shall not be used for this C-ITS service.

Tested by:

### 3.2.4 Update

#### Requirement

RS\_tcTrJa\_139

An update DENM shall not be used for this C-ITS service.

Tested by:

### 3.2.5 Repetition duration and repetition interval

#### Requirement

RS\_tcTrJa\_140

New DENMs shall be repeated for a *repetitionDuration* of 60 s with a *repetitionInterval* of 1 s. Therefore, the interface parameters *Repetition duration* and *Repetition interval* between the application and the DEN basic service shall be set in accordance with the values above.

Note: Where two DENMs with the same *causeCode* originate from the same C-ITS station, the case shall be managed by the receiving C-ITS station.

Tested by:

### 3.2.6 Traffic class

#### Requirement

RS\_tcTrJa\_141

New DENMs shall be set to *traffic class 1*.

Tested by:

### 3.2.7 Message parameters

#### 3.2.7.1 DENM

#### Requirement

RS\_tcTrJa\_142

The following table specifies the data elements of the DENM that shall be set.

Table 9: DENM data elements of ‘traffic jam — traffic jam ahead’

Data field	Value
<b>Management container</b>	
<i>actionID</i>	Identifier of a DENM. Shall be set in accordance with [TS 102 894-2].
<i>detectionTime</i>	<i>Timestamp</i> ts-timestamp at which the event is detected by the originating C-ITS station. Shall be set in accordance with [TS 102 894-2].
<i>referenceTime</i>	<i>Timestamp</i> ts-timestamp at which a new DENM is generated. Shall be set in accordance with [TS 102 894-2].
<i>termination</i>	Shall not be set, because neither negation nor cancellation are to be used in this C-ITS service.
<i>eventPosition</i>	<i>ReferencePosition</i> . Shall be set in accordance with [TS 102 894-2].

<i>relevanceDistance</i>	lessThan1000m(4)		
<i>relevanceTrafficDirection</i>	upstreamTraffic(1)		
<i>validityDuration</i>	60 s (a traffic jam situation is expected to last at least 60 s)		
<i>stationType</i>	The type of the originating C-ITS station. Shall be set in accordance with [TS 102 894-2].		
<b>Situation container</b>			
<i>informationQuality</i>	See RS_tcTrJa_135.		
<i>causeCode</i>	trafficCondition(1)		
<i>subCauseCode</i>	unavailable(0)		
<b>Location container</b>			
<i>eventSpeed</i>	Speed of the originating C-ITS station. Shall be set in accordance with [TS 102 894-2].		
<i>eventPositionHeading</i>	Heading of the originating C-ITS station. Shall be set in accordance with [TS 102 894-2].		
<i>Traces</i>	<i>PathHistory</i> of the originating C-ITS station. Shall be set in accordance with [TS 102 894-2].		
<i>roadType</i>	<i>RoadType</i> of the road on which the detecting C-ITS station is situated.		
	Shall be set in accordance with [TS 102 894-2] in combination with the following rules:		
	<b>Urban / non-urban</b>	<b>Structural separation</b>	<b>Data element</b>
	Urban	No	urban-NoStructuralSeparationToOppositeLanes(0)
	Urban	Yes	urban-WithStructuralSeparationToOppositeLanes(1)
	Urban	Unknown	urban-NoStructuralSeparationToOppositeLanes(0)
	Non-urban	No	nonUrban-NoStructuralSeparationToOppositeLanes(2)
	Non-urban	Yes	nonUrban-WithStructuralSeparationToOppositeLanes(3)
	Non-urban	Unknown	nonUrban-NoStructuralSeparationToOppositeLanes(2)
If the information about the urban/non-urban status cannot be determined, the data element shall be omitted.			
<b>Alacarte container</b>			

<i>lanePosition</i>	If the lanePosition is provided by an on-board sensor (e.g. radar, camera), the value shall be set in accordance with [TS 102 894-2]. Use of GNSS and a digital map to estimate the lane number is not legitimate for this version of the triggering condition.
	If the lanePosition is unknown, the data element shall be omitted.

Tested by:

### 3.2.7.2 CAM

#### Requirement

RS\_tcTrJa\_143

CAM adaption shall not be used for this C-ITS service.

Tested by:

### 3.2.8 Networking and transport layer

#### Requirement

RS\_tcTrJa\_144

The interface parameter destination area in IF.DEN.1 [ETSI EN 302 637-3] shall be equal to a circular shape with center point equal to *eventPosition* and radius equal to *relevanceDistance*.

Tested by:

### 3.2.9 Security layer

#### Requirement

RS\_tcTrJa\_146

When the triggering conditions as described in chapter 3.2.2 apply, the use case shall request the blocking of the AT changeover as defined in RS\_BSP\_184.

Tested by:

### 3.2.10 Scenarios

#### Other (informational)

RS\_tcTrJa\_158

This section has an informational character and is not part of the requirement specification.

The following list encompasses scenarios which are regarded as relevant or irrelevant considering the present C-ITS service:

**Table 10: 'Traffic jam — traffic jam ahead' scenarios**

Count	Description	Status
SC_0	Freeway.	Relevant
SC_1	The ego vehicle is in a breakdown state.	Irrelevant
SC_2	The ego vehicle is in a crash state.	Irrelevant.
SC_3	The ego vehicle performs a rescue and recovery operation.	Irrelevant
SC_4	The ego-vehicle is stationary surrounded by other road users.	Relevant

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SC_5	The ego-vehicle is surrounded by stop-and-go traffic.	Relevant
SC_6	Traffic on a different road.	Irrelevant
SC_7	Traffic in the opposite driving direction.	Irrelevant
SC_8	Other vehicles than passenger cars and PTWs.	Irrelevant