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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **CHANGE REQUEST** | | | | | | | | | | | | | | | |
|  | ETSI TS 102 894-2 | | | **Version** | V0.0.1\_2.1.1 | **CR** | | 7 | | **rev** | | | | - |  |
|  | | | | | | | | | | | | | | | |
| **CR Title** | | Define CauseCode 20 (violence) to CDD | | | | | | | | | | | | | |
|  | |  | | | | | | | | | | | | | |
| **Original Source** | | ITS WG 1 | | | | | | | | | | | | | |
|  | |  | | | | | | | | | | | | | |
| **Work Item Ref** | | REN/ITS-00194 | | | | | **Submission date** | | | | |  | | | |
| **Approving TB** | | ITS | | | | | **Approval date** | | | | | 02.07.2021 | | | |
| **Category:** | | **B** | **Release** | | | | | | | | 2 | | |  | |
|  | | Use **one** of the following categories: **F** (correction) **A** (correction in an earlier release) **B** (addition of feature)  **C** (functional modification of feature) **D** (editorial modification) | | | | | | | | | | |  | | |
|  | |  | | | | | | | | | | | | | |
| **Reason for change** | | | A specific CauseCode shall be made available to enable the DEN service to signal violence on the road.  The violence DENM is meant to support a corresponding use case that includes the signalling of all types of human-caused violence on the road (including bridges and tunnels) and/or so near to a road such that the violent actions cause a considerable safety risk. | | | | | | | | | | | | |
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| **Consequence if not approved** | | | A corresponding DENM cannot be issued by an RSU | | | | | | | | | | | | |
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| **Summary of change** | | | Add the name *violence* to value 20 in DE\_CauseCodeType | | | | | | | | | | | | |
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| **Clauses affected** | | | A.10 DE\_CauseCodeType and Annex B | | | | | | | | | | | | |
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| **Linked Change Requests** | | |  | | | | | |  | | | | | | |
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| **Other comments** | | |  | | | | | | | | | | | | |
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# A.10 DE\_CauseCodeType

|  |  |
| --- | --- |
| **Descriptive Name** | CauseCodeType |
| **Identifier** | DataType\_ 10 |
| **ASN.1 representation** | CauseCodeType ::= INTEGER {  reserved (0),  trafficCondition (1),  accident (2),  roadworks (3),  impassability (5),  adverseWeatherCondition-Adhesion (6),  aquaplannning (7),  hazardousLocation-SurfaceCondition (9),  hazardousLocation-ObstacleOnTheRoad (10),  hazardousLocation-AnimalOnTheRoad (11),  humanPresenceOnTheRoad (12),  wrongWayDriving (14),  rescueAndRecoveryWorkInProgress (15),  adverseWeatherCondition-ExtremeWeatherCondition (17),  adverseWeatherCondition-Visibility (18),  adverseWeatherCondition-Precipitation (19),  violence (20),  slowVehicle (26),  dangerousEndOfQueue (27),  vehicleBreakdown (91),  postCrash (92),  humanProblem (93),  stationaryVehicle (94),  emergencyVehicleApproaching (95),  hazardousLocation-DangerousCurve (96),  collisionRisk (97),  signalViolation (98),  dangerousSituation (99)  } (0..255) |
| **Definition** | Value of the direct cause code of a detected event as defined in ETSI EN 302 637‑3 [i.3]. The value is assigned according to the clause 7.1.4 of ETSI EN 302 637-3 [i.3].  The cause codes are described as following:   * reserved (0): the value is reserved for future use, * trafficCondition (1): the type of event is an abnormal traffic condition, * accident (2): the type of event is a road accident, * roadworks (3): the type of event is roadwork, * value 4: reserved for future usage, * impassability (5): the type of event is unmanaged road blocking, referring to any blocking of a road, partial or total, which has not been adequately secured and signposted, * adverseWeatherCondition-Adhesion (6): the type of event is low adhesion, * aquaplaning (7): danger of aquaplaning on the road, * value 8: reserved for future usage, * hazardousLocation-SurfaceCondition (9): the type of event is abnormal road surface condition, * hazardousLocation-ObstacleOnTheRoad (10): the type of event is obstacle on the road, * hazardousLocation-AnimalOnTheRoad (11): the type of event is animal on the road, * humanPresenceOnTheRoad (12): the type of event is human presence on the road, * value 13: reserved for future usage, * wrongWayDriving (14): the type of the event is vehicle driving in wrong way, * rescueAndRecoveryWorkInProgress (15): the type of event is rescue and recovery work for accident or for a road hazard in progress, * value 16: reserved for future usage, * adverseWeatherCondition-ExtremeWeatherCondition (17): the type of event is extreme weather condition, * adverseWeatherCondition-Visibility (18): the type of event is low visibility, * adverseWeatherCondition-Precipitation (19): the type of event is precipitation, * violence (20): the type of event is human violence on or near the road, * value 21-25: reserved for future usage, * slowVehicle (26): the type of event is slow vehicle driving on the road, * dangerousEndOfQueue (27): the type of event is dangerous end of vehicle queue, * Value 28-90: reserved for future usage, * vehicleBreakdown (91): the type of event is break down vehicle on the road, * postCrash (92): the type of event is a detected crash, * humanProblem (93): the type of event is human health problem in vehicles involved in traffic, * stationaryVehicle (94): the type of event is stationary vehicle, * emergencyVehicleApproaching (95): the type of event is approaching vehicle operating emergency mission, * hazardousLocation-DangerousCurve (96): the type of event is dangerous curve, * collisionRisk (97): the type of event is a collision risk, * signalViolation (98): the type of event is signal violation, * dangerousSituation (99): the type of event is dangerous situation in which autonomous safety system in vehicle is activated, * value 100-255: reserved for future usage. |
| **Unit** | N/A |
| **Category** | Traffic information |