

ITS Action Plan

core areas of action

Results of Workshop
Brussels, 26th March 2008



core areas/ 1. « *Greener transport* »

decreasing congestion and reducing energy consumption

**Policy objective: reduce congestion on freight corridors and in cities;
more effective traffic management & promotion of modal interchanges**

- Network monitoring, traffic status, travel times, incident notification
- Traffic management systems
- Real time multi-modal travel advice, facilitation of on-route switch to other modes

Workshop comments:

- Split city mobility from freight corridors. Different issues, different emphasis. Urban mobility to be considered as focus point in the action plan.
- Need for inter-modal cross-boundary [seamless] traffic management & RTTI not challenged. Pay attention to transfer hubs.
- Cross-border/ cross-operator co-operation on monitoring & data is a generic issue, not just between regions and Member States.
- A lot can be learnt from ICT industry in terms of ICT interoperability.
- Agreement on fin. support for harmonised deployment of ITS: [best practice guidelines, standard contracts, independent evaluation] but add definition of minimum service levels.
- Functional specifications [and model agreements?] needed for inter-agency (I2I) interfaces, systems & comm. Architecture as well as co-operative V2V and V2I protocols
- Some support for developing a common vision on & co-ordinated deployment of co-operative systems but not widely understood.
- Air quality and noise issues need to be addressed. Public health implications
- Need for pre-deployment experimentation also to decrease the capacity of the network.
- Need to co-ordinate between ITS action plan and Logistics Action Plan
- Economical impact that ITS can bring should be seriously addressed in the impact assessment.
- Priority on fewer actions is needed with the appropriate instruments to address them.
- Address the legal and operational problems, but also the need for training and awareness raising
- Address not only movement of vehicles but also movement of people



core areas/ 2. Reduce congestion freight corridors/ in cities -developing European solutions for flexible demand management

Policy objective: powerful ITS tools to steer traffic demand and/or to reduce pollution on congested routes & cities using demand management

- Use of space, time and vehicle performance based demand management
- Extended traffic monitoring & management, traveller information facilities

Workshop comments:

- Clarification needed on what is meant by a “framework” for urban transport payment options? Suggested that a legal framework and definition of service is needed
- Interoperable payment systems across the continent will be enormously valuable for freight operators
- Proposals on internalisation of external costs awaited – flexible demand management systems
- Need a new generation of traffic control algorithms that can use V2V and V2I capabilities to improve fluidity of traffic
- Need to address legacy culture for how things are done (e.g. traffic monitoring), not only legacy systems
- Need to produce at EU level a reference of activities related to local or national implementations of electronic tolling systems
- Regarding EETS, EU should guarantee the principle « same trip – same price » when using electronic systems



core areas/ 3. Enhancing the use of environmentally friendly & energy efficient transport solutions

Policy objective: shift traffic demand by providing powerful pre-trip journey/ travel planning tools & by mechanisms improving energy efficiency of the transport system

- Traffic congestion on the road network is increasing
- Travellers not aware of alternatives; shift to other modes not well facilitated

Workshop comments:

- Impact assessment of ITS against 'greener transport' goals: how do you define what is an environmentally-friendly form of transport? What criteria are to be applied?
- Urban mobility: need to look across the board at how transport efficiency can be improved with ITS (Essen)
- Precautions (what not to do) as well as best practice guidelines needed for urban mobility ITS applications
- UK offered to help with sharing experience on data sharing for 'national' multi-modal journey planners.
- The needs of freight and private travellers and knowledge of alternatives (including inter-modal options) are quite different.
- No comment on development of adequate co-operative systems/ on-board processing of latest information across modes.



core areas/ 4. improve safety/ security of commercial transport operations – ‘social’ regulations, dangerous goods...

Policy objective: improve safety & security by load tracking, remote monitoring, comply with drivers’ regulations, active safety systems

- Safety & security issues related to commercial transport
- Facilitate navigation& access, provide secure rest facilities
- Organise safe transport of hazardous goods

Workshop comments:

- Consider the commercial interest and business case for tracking and tracing in context of safety & security of operations
- Reconsider the concept of emergency response – can eCall concepts be applied? Need to encourage connectivity between emergency response agencies.
- Benefits could be large (less time spent in event-related congestion).
- Don’t forget the European radio navigation plan!
- Request to consider intelligent speed management.
- Support for reducing the number of in-vehicle platforms. New generation of digital tachograph should be an enabler for other ITS applications.
- Issues surrounding standards for load tracking & tracing are immensely complex. Security risks from hacking. Some interest in having the driver identifying
- No comment on developing information and reservation (secure parking) systems or security aspects for public transport operations



core areas/ 5. improve road safety

Policy objective: make better use of newest active safety systems both in vehicles & for road users; improve HMI, study potential of co-operative systems

- Development & acceptance of Advanced Driver Assistance Systems
- Develop & promote safety & security related systems (Incl. 'retrofitting')
- Framework for inclusion of latest road data & circulation plans

Workshop comments:

- Regroup core areas 4 and 5 into #4 Safety and #5 Load/ freight security.
- Financial support needed for field operational tests.
- Address legal and liability issues associated with cooperative systems
- Place more emphasis on speed control because of safety benefits. (Speed alert is a "soft" version. It will not achieve as much.)
- The issue of over-reliance/dependency on active safety systems has to be considered.
- Unblock e-Call service deployment
- Need for financial assistance for standardisation efforts for cooperative systems : EU architecture; data protection regulations;
- Consider safety measure applicable to young drivers (e.g. pay as you go?)
- No comment on framework for collection & correct use for latest road data & circulation plans; updating of digital maps or issue of consistency between roadside & in-vehicle information & guidance



core areas/ 6. providing more reliable RTTI

Policy objective: enabling framework for reliable & accurate RTTI- including the rules of the game

- Co-existence of public and private providers of traffic information
- ensure basic services/ secure minimum service levels
- Framework for access to and provision of traffic information

Workshop comments:

- Suggestion that RTTI would sit better in core area 1
- Need to address quality issues and safeguard multiple sources in the information supply chain; protect public service requirements. More value in fast but less reliable data than in fully verified and controlled data which come too late.
- Focus is too much on roads: need multi-modal information services that will support the traveller
- Guarantees of open access to (safety-related) public information are required
- Need to harness the potential to use data from floating cars and floating phones and involve those players
- Establish requirements regarding the quality and the consistency of roadside / in-vehicle information & guidance



core areas/ 7. improving the efficiency of logistics chains

Policy objective: enabling e-freight and develop open systems to support operations & transport - reducing ecological footprint

- Facilitate e-freight
- Support logistic processes and optimise freight transport

Workshop comments:

- Concern about overlap between EC initiatives: framework for freight ITS applications and the eFreight/ logistics action plan - Needs sorting out.
- Need a patchwork of solution to container tracking – big differences in need between clients.
- Tracking and tracing gives useful data but may compromise security: need to have regard for new (open systems) risks of theft and pilferage
- General concerns about data security with ITS systems.
- Concept of e-freight not well understood
- Co-modality needs better cooperation between stakeholders. No single agency alone can solve the problems



Horizontal areas/ 1. Framework for optimised use of latest road data, access to data and provision of traffic Info

**Direct impact on traffic management, traffic and travel information, road safety and logistic targets;
= basis for many ITS applications**

- Framework for defining co-operation among all actors (PA & Private)
- Access to data
- Share monitoring data/ provide regulation & circulation plans
- Use of data for safety applications
- Updating of digital maps

Workshop comments:

- Deployment of eCall is paramount; start with a small initiative (like eCall) and expand from it when and if possible
- How to apply the synergies required at organisational level from these seemingly disparate areas
- Passenger car industry can't afford to wait until commercial vehicles benefit from such synergies; this process would be too long



Horizontal areas/ 2. Synergies by combining applications & services in the area of commercial and private transport

Central to the Commissions' environmental, safety & security targets + impact on the efficiency of logistics chains

- Transport of dangerous goods
- Tracking of live animals
- Next generation digital tachograph
- Electronic fee collection
- e-Call
- Strengthening european industry competitiveness & reinforcing internal market

Workshop comments:

- Put horizontal areas 2 and 3 under one single horizontal area since they are interlinked
- Recommendation to use a particular data format for coherent data across stakeholders



Horizontal areas/ 3. Data security, protection of individual's data and liability

**To address the security of data and legal aspects of ITS applications:
protection of personal data, liability requirements**

**Crucial for the deployment & acceptance of novel (in-vehicle)
applications**

- Assessment of specific instruments required
- If required the implementation of specific instruments, including legislation



Horizontal areas/

4. Strengthening public authorities' capability in ITS;

5. Framework for programme concertation & coordination

Need greater involvement of Public Authorities (cities, regional, national)

Present ITS as an alternative solution

Need concertation & effective arrangements for mutual co-operation to converge policy and deployment needs

-> creation of a European ITS Committee (EIC)

- Framework to govern working methods
- Address road infrastructure requirements for ITS and co-operative systems; assist evolution of ITS roadmap deployment
- Opinions on priorities, strategic components, vision and allocation of funds
- Make proposals on how to endorse industrial, procedural agreements regarding deployment of ITS across Europe
- Take initiatives for speeding up specific standardisation, building consensus
- Assessing the evaluation of funded ITS deployment projects & make recommendations on research needs

Workshop comments:

- Most promising area where there is a need for MS coordination is environment
- Get a European structure for EU wide deployment for eCall
- Create something similar to CARS21, a short term initiative with CEOs, Ministers and Commissioners, to accelerate standardisation, political progress and RTD
- Better coordinate existing initiatives than create a new forum
- Relation between proposed Committee and existing Committees to be clarified
- Not only promotion of ITS as such but also of the use of the products to help penetration in the market.



Horizontal areas/ 6. Demonstrating the case of ITS

Need knowledge & experience about cost & benefits to support investment decisions, also by Public Authorities

Develop framework for operator plurality and service multiplicity

Develop collaborating context, increase awareness & acceptance

Typical long term project, cross-cutting for all ITS applications

- Assessment (database)
- Cost/ benefit analyses
- Lessons to be learnt from pioneers (including business failures)
- Business opportunities

- Support a general ITS deployment Road Map

Workshop comments:

- None

