



## **Support Study for IA of C-ITS: Online Public Consultation Results**

Ian Skinner (TEPR)  
Stakeholder workshop

9<sup>th</sup> February 2018

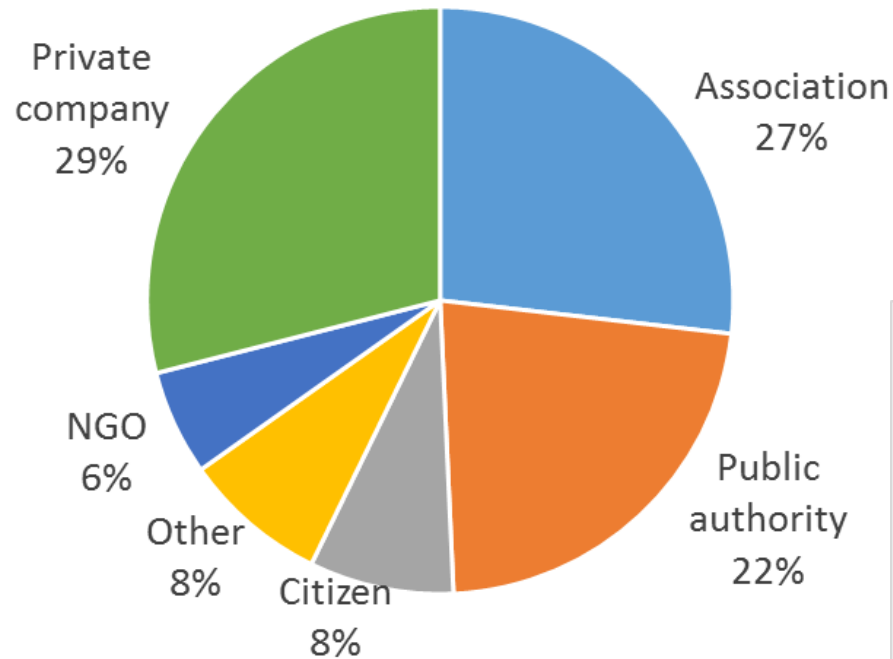
# Online Public Consultation



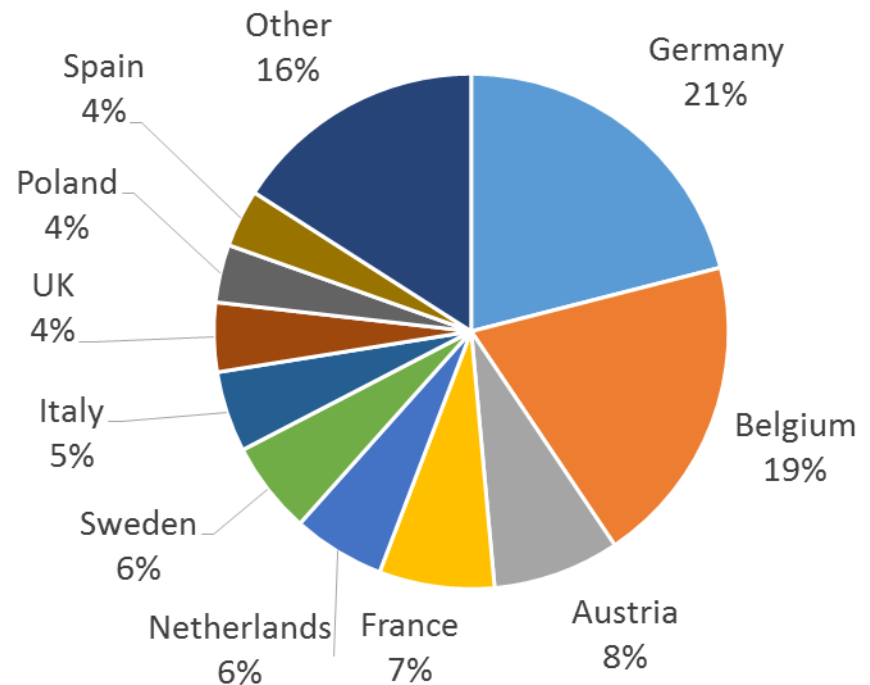
- Launched by the European Commission (DG MOVE) on 10<sup>th</sup> October 2017
- Open for 13 weeks after an extension agreed
- Closed: 12<sup>th</sup> January 2018
- Structure:
  - Profile questions
  - Background / familiarity with the area: 3 questions
  - Problem definition: 13 questions, of which 7 allowed free text
  - Impacts: 7 questions, of which 5 allowed free text
  - Additional documents uploaded/referred to: 46
- 138 responses
- More than 1,100 separate free text responses

*Thanks to Hannah Figg, Charlotte Brannigan, Kareen El Beyrouthy (Ricardo) for their contributions to this analysis*

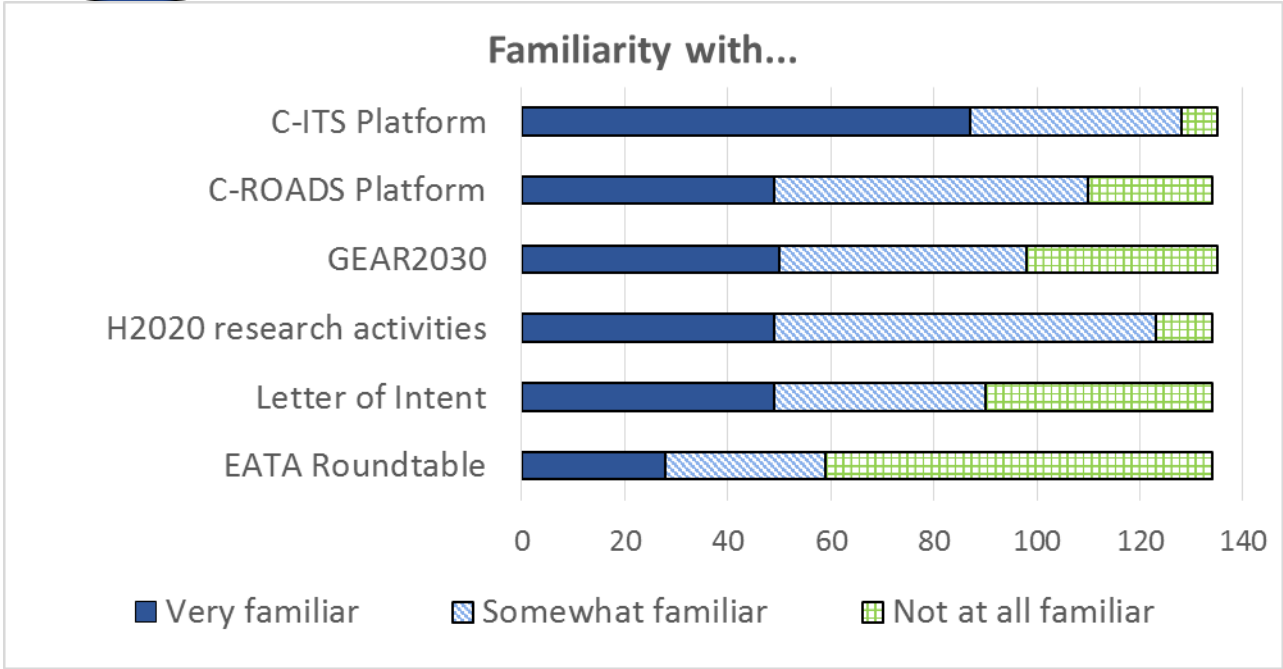
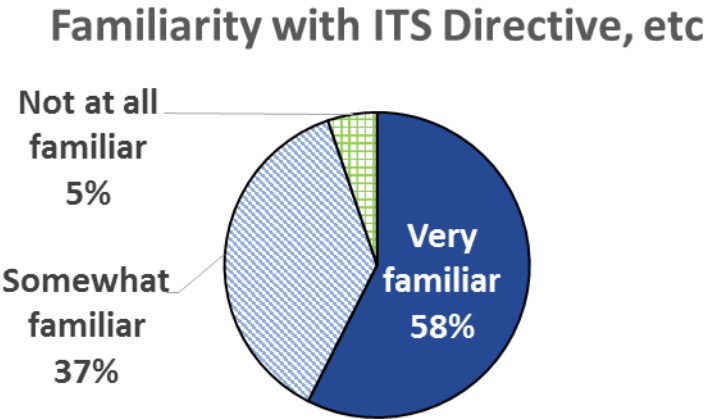
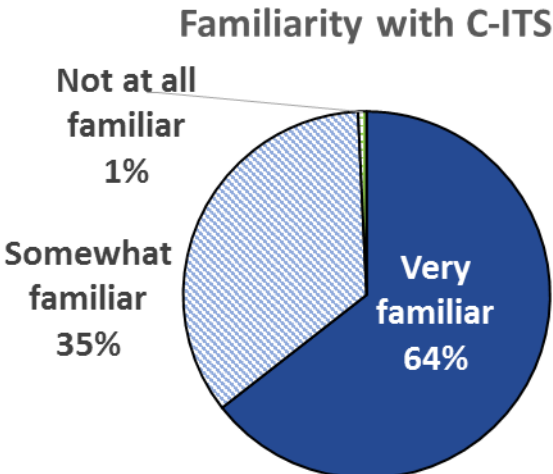
## Respondents' profile (138 responses)



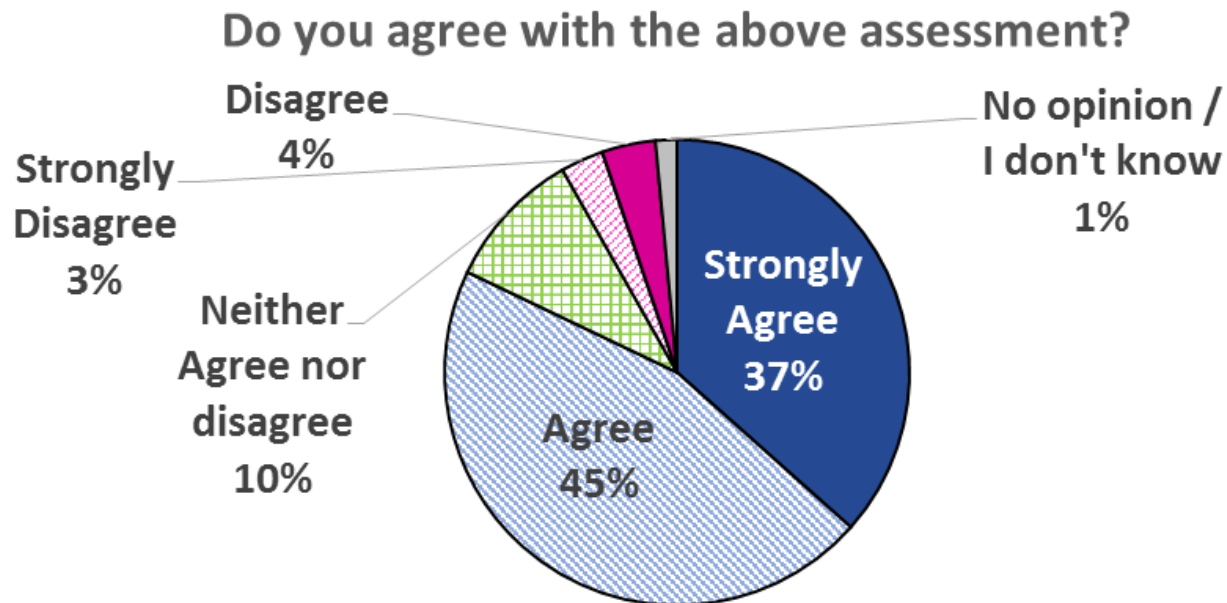
- Member States with 3 or fewer responses:
  - Czech Rep, Greece, Finland, Denmark
  - Latvia, Portugal, Slovakia, Luxembourg

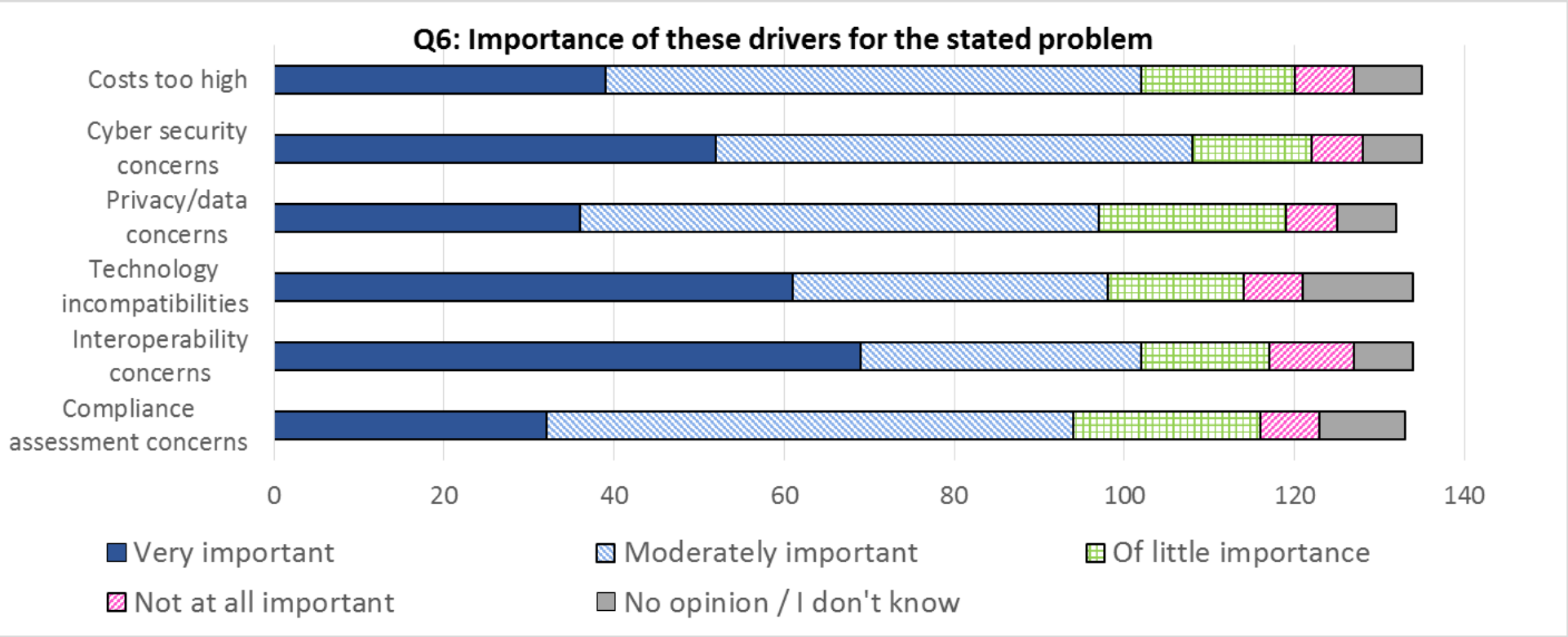


# Background - Familiarity with the area



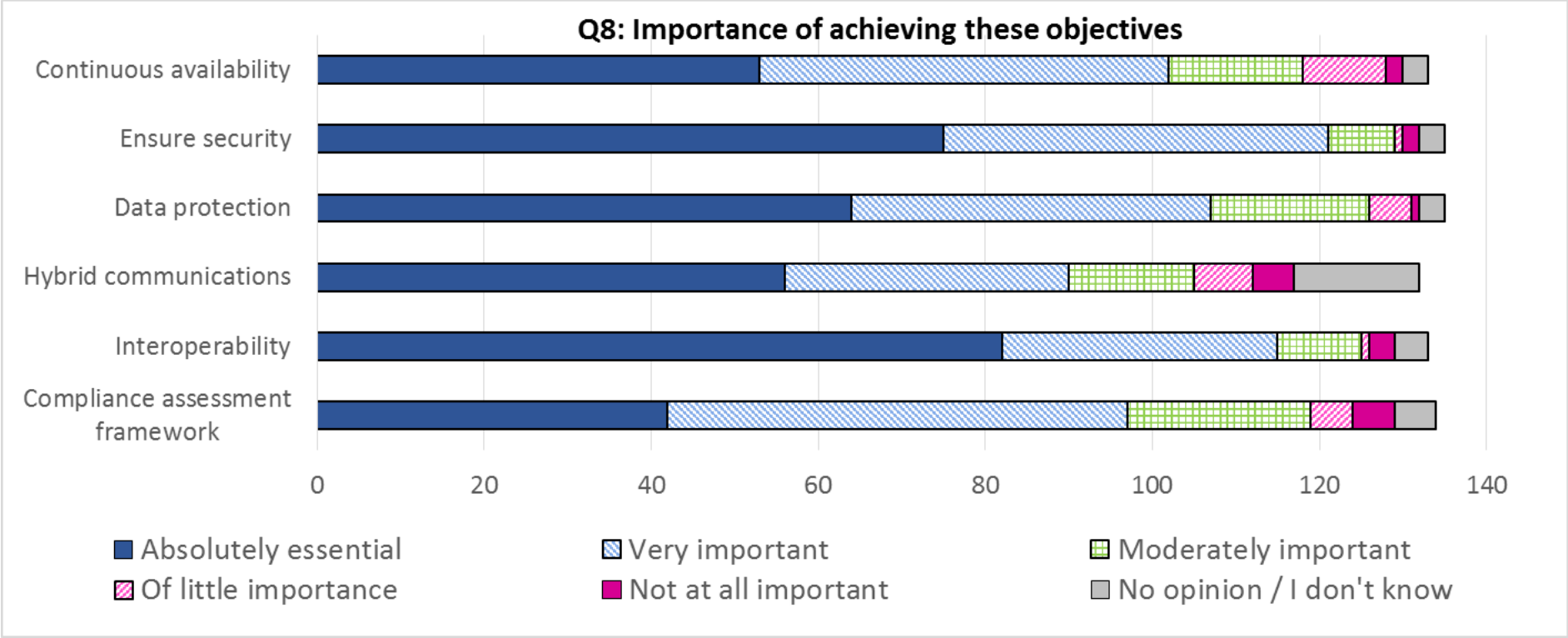
***“Today some C-ITS are already technically mature: the technological capabilities among market parties are increasing, and vehicle manufacturers intend to launch series of vehicles with selected C-ITS technology on board by 2019. However, the Commission considers that deployment is being delayed due to several barriers and uncertainties, and Europe risks seriously falling behind other regions in the world if it fails to act soon. Without a clear legal framework, C-ITS deployment is expected to remain slow and fragmented, resulting in interoperability issues and hindering continuity of services. This in turn will hinder the deployment and uptake of C-ITS and the realization of their full benefits, in particular with regards to road safety and traffic efficiency.”***



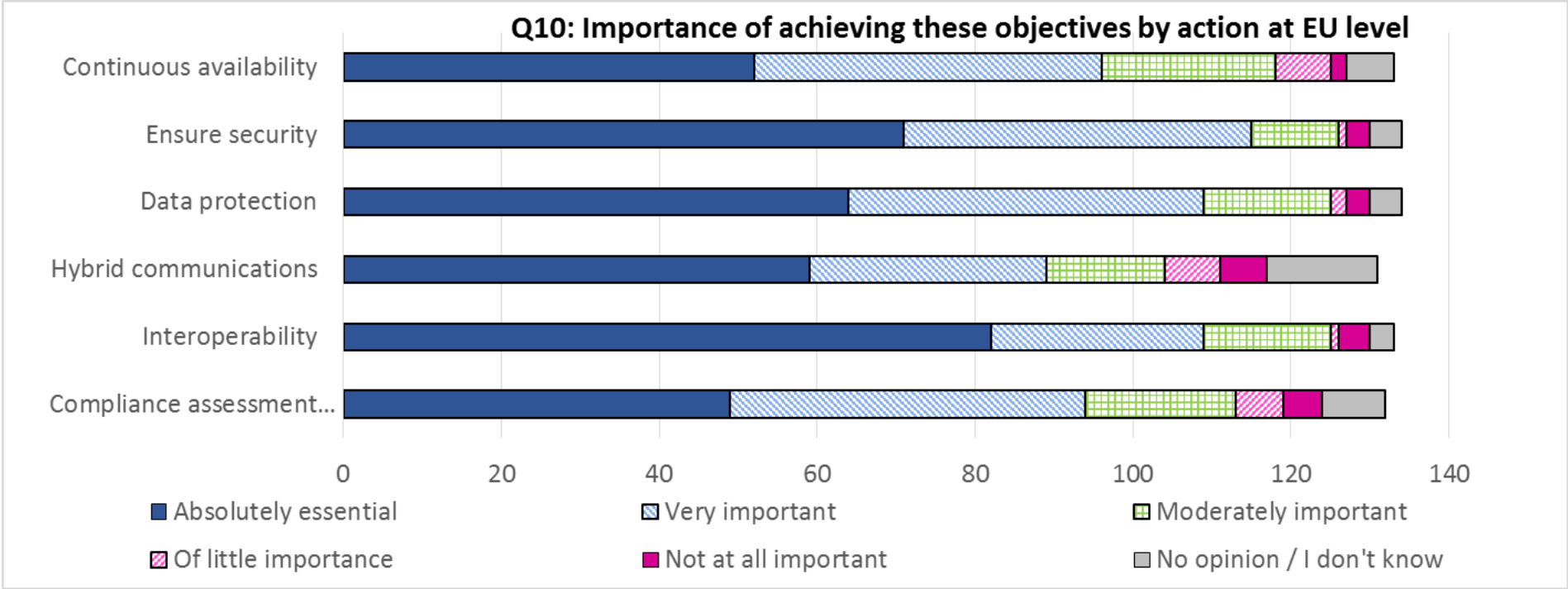




# Problem definition: Importance of achieving objectives

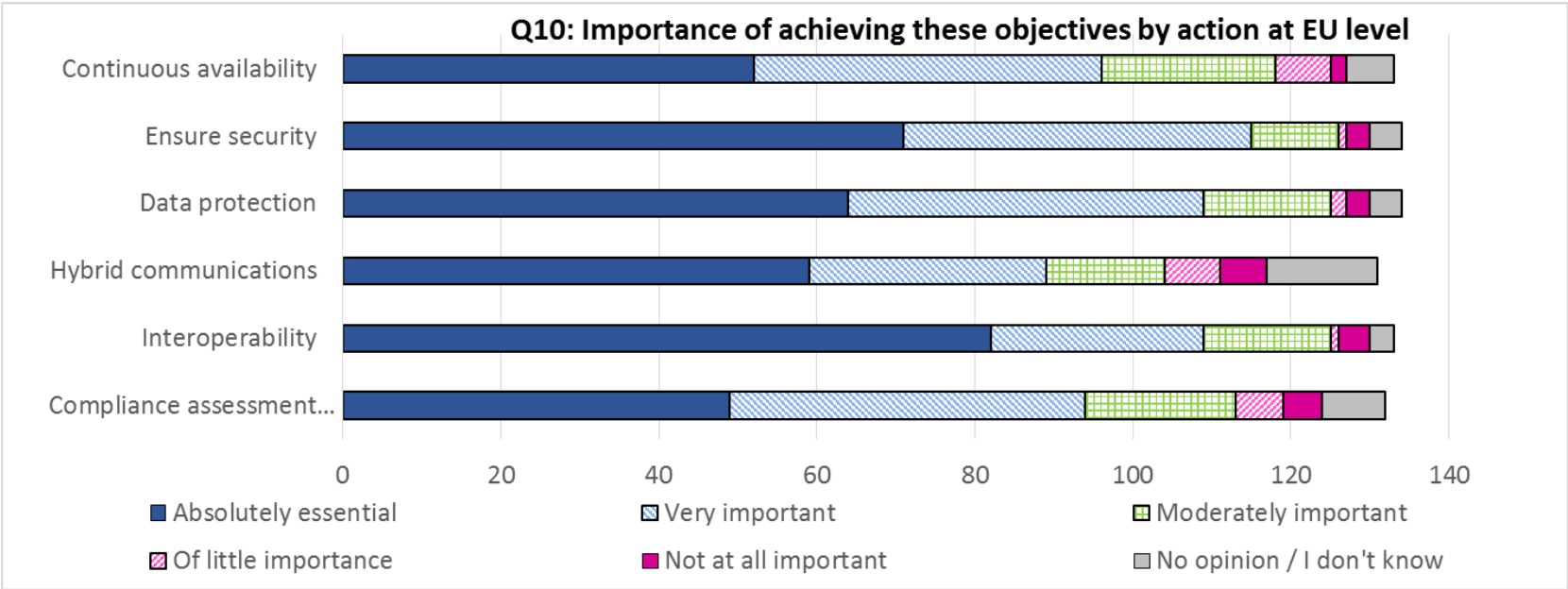


# Problem definition: Importance of achieving objectives by EU action

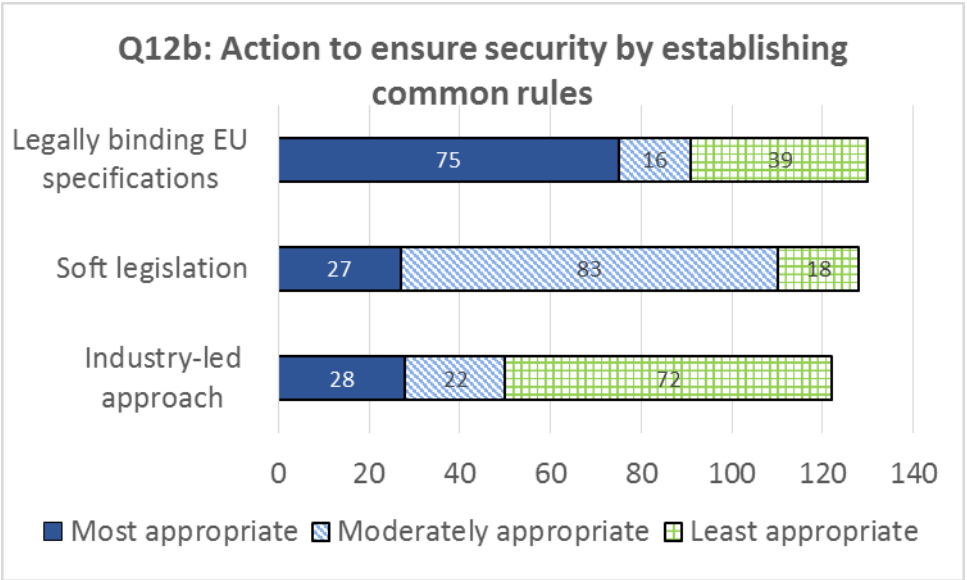
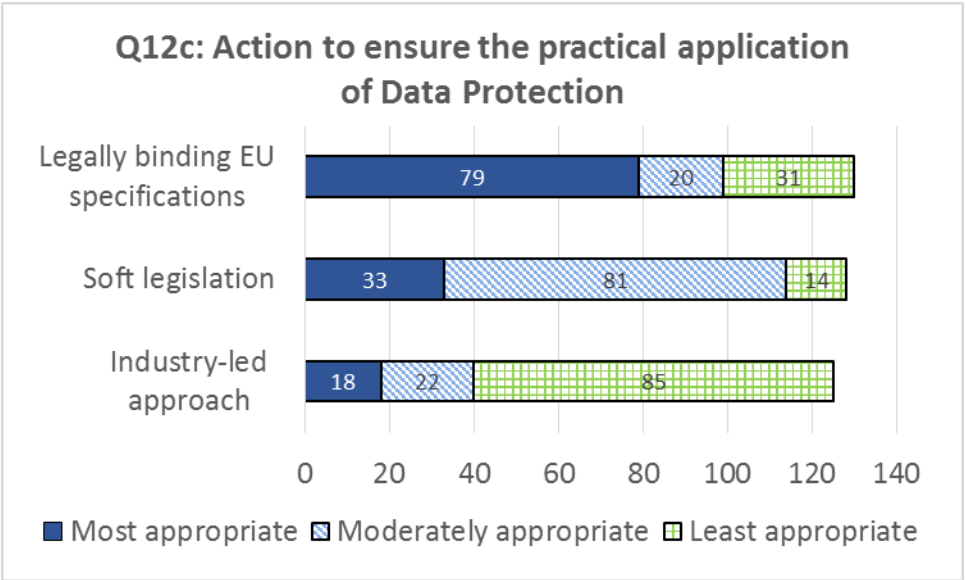
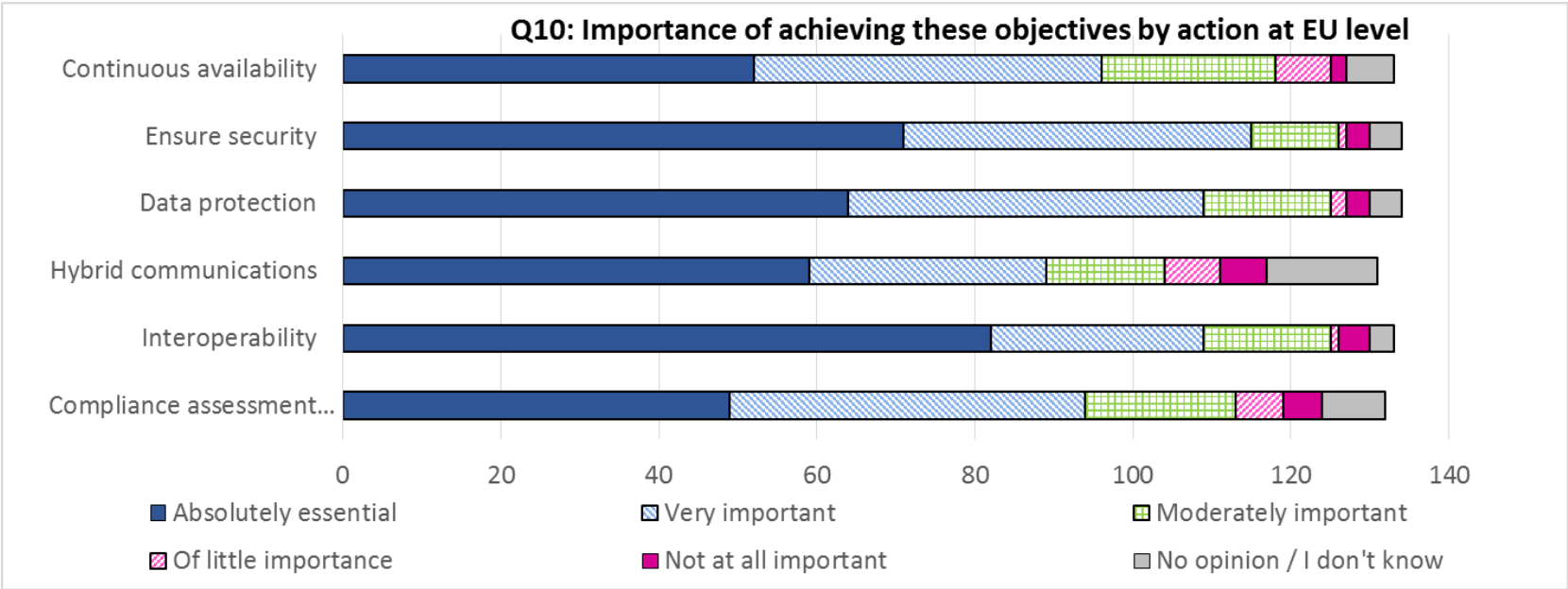




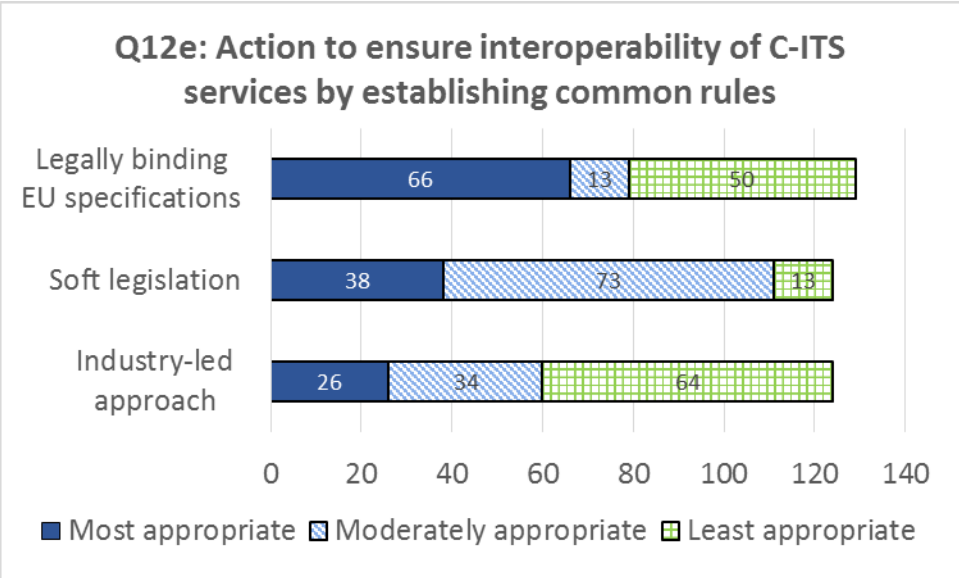
# Problem definition: Type of EU action to deliver the objectives



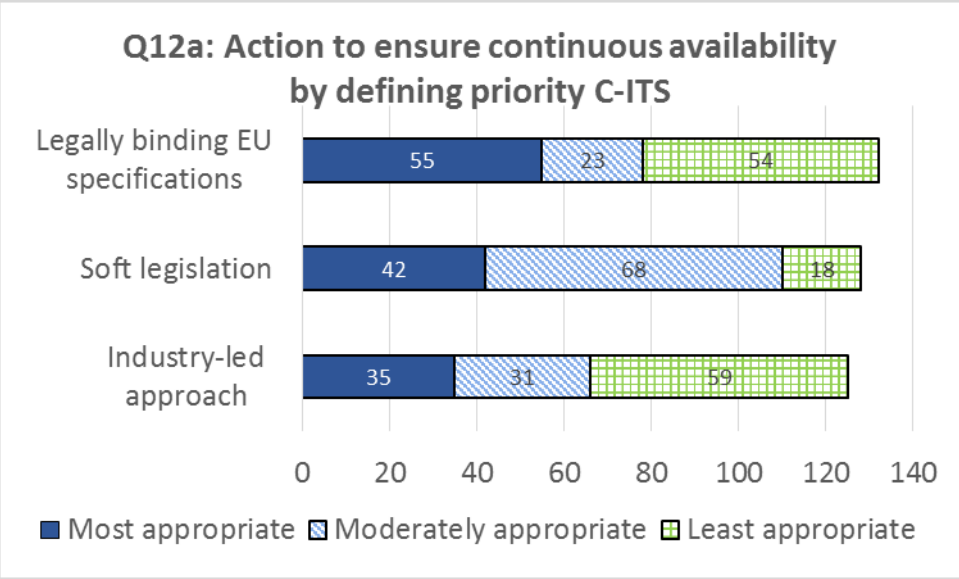
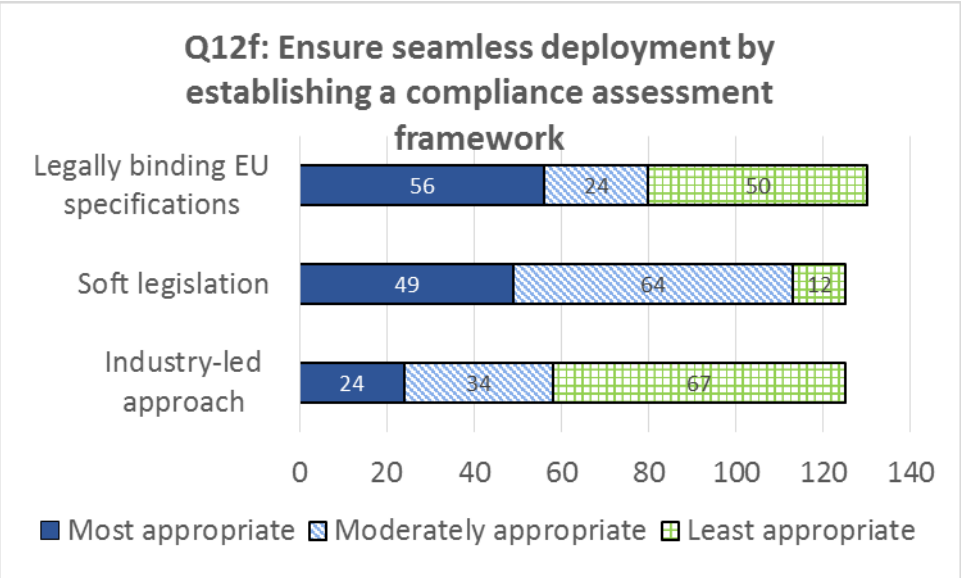
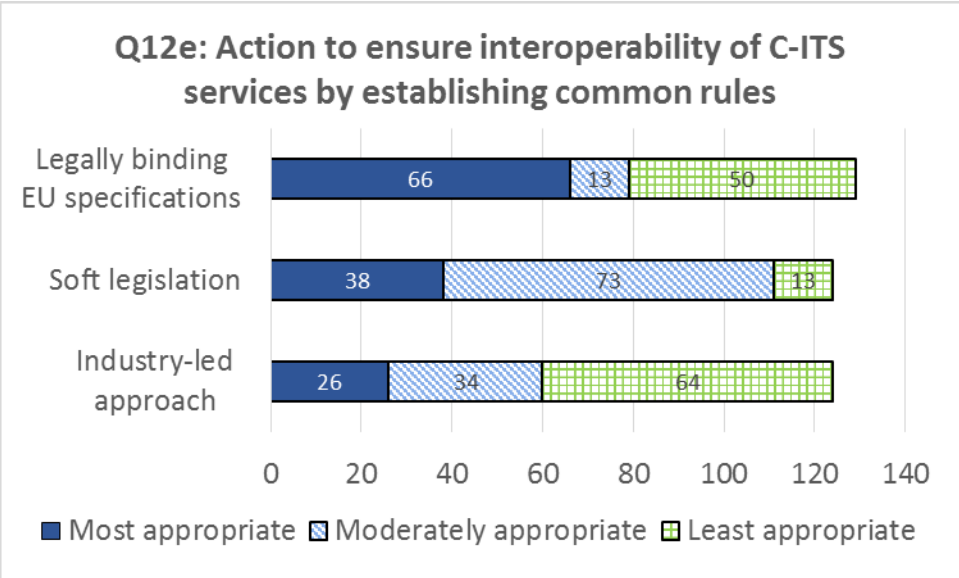
# Problem definition: Type of EU action to deliver the objectives



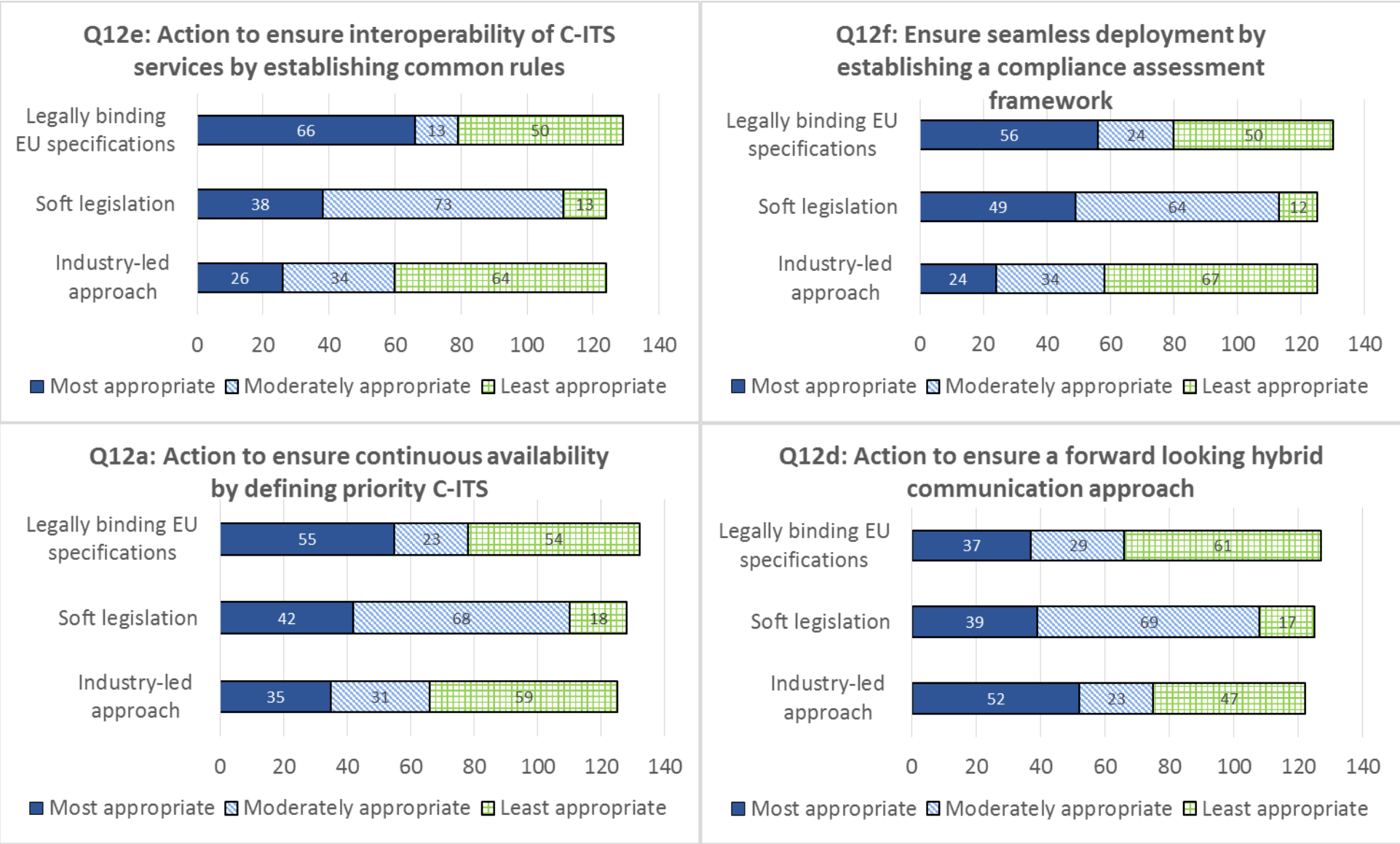
# Problem definition: Type of EU action to deliver the objectives



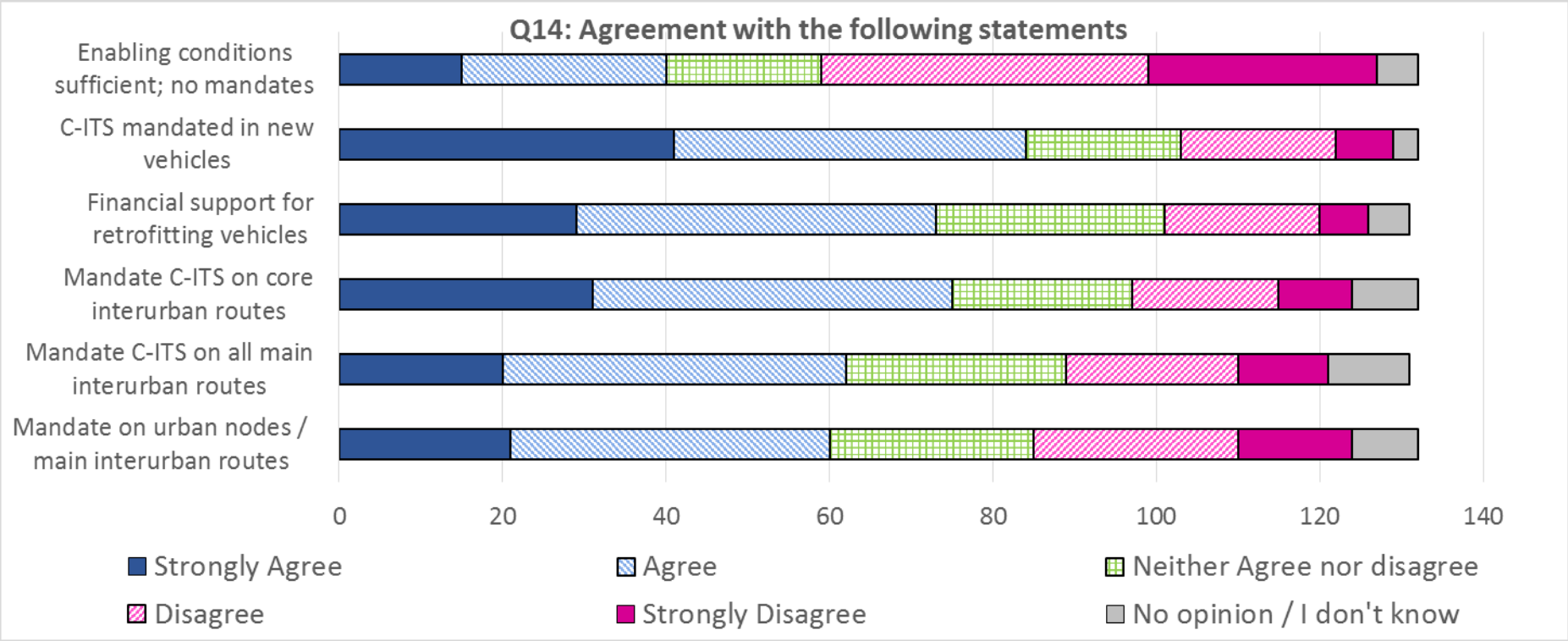
# Problem definition: Type of EU action to deliver the objectives



# Problem definition: Type of EU action to deliver the objectives



# Problem definition: Mandating and retrofitting





## Problem definition: Views (1)

### *Themes raised by those in agreement:*

- Need to provide clarity and certainty for investment / keep costs down
- Need to ensure that the C-ITS systems can operate across Member State borders
- Need to address particular issues, e.g. security, data protection, interoperability
- Ensure / speed up implementation of C-ITS

### ***Themes raised by those in agreement:***

- Need to provide clarity and certainty for investment / keep costs down
- Need to ensure that the C-ITS systems can operate across Member State borders
- Need to address particular issues, e.g. security, data protection, interoperability
- Ensure / speed up implementation of C-ITS

### ***Issues that need to be addressed:***

- Need for there to be access to in-vehicle data / ownership of these data
- C-ITS and: GDPR; e-Privacy Regulation; Draft Euro Electronic Communications Code; vehicle safety regulations; vehicle type approval; periodic testing
- Need an equivalent to GDPR for handling 'non-personal' data
- Liabilities and responsibilities (including costs) between different stakeholders
- Interaction with (and impact on) other road users / lack of consideration of users' needs / user buy-in more generally / design of user interface

### ***Themes raised by those who did not agree with different aspects:***

- Lack of consideration of (and business model for) urban areas / engagement of public transport operators, other modes / need for central role for public transport in C-ITS
- Concern that C-ITS would make car use more attractive to detriment of other modes
- Need for a technology-neutral approach led by market players / technology to be used (ITS G5 or LTE V2X) / risk of delaying investment

### ***Themes raised by those who did not agree with different aspects:***

- Lack of consideration of (and business model for) urban areas / engagement of transport operators, other modes / need for central role for public transport in C-ITS
- Concern that C-ITS would make car use more attractive to detriment of other modes
- Need for a technology-neutral approach led by market players / technology to be used (ITS G5 or LTE V2X) / risk of delaying investment
- Important that EU action did not over-regulate at this stage – need to enable innovation and avoid locking in technologies
- Costs associated with / need for particular mandates / need for financial support
- Instead of binding EU action:
  - Hybrid communication approach already being taken forward by industry
  - Compliance framework based on industry self-certification
  - Industry-led approach where this was “sufficient”
- Retrofitting of C-ITS to existing cars: Technically feasible? Risk of invalidating type approval?

# Impacts: Level of agreement with proposed impacts



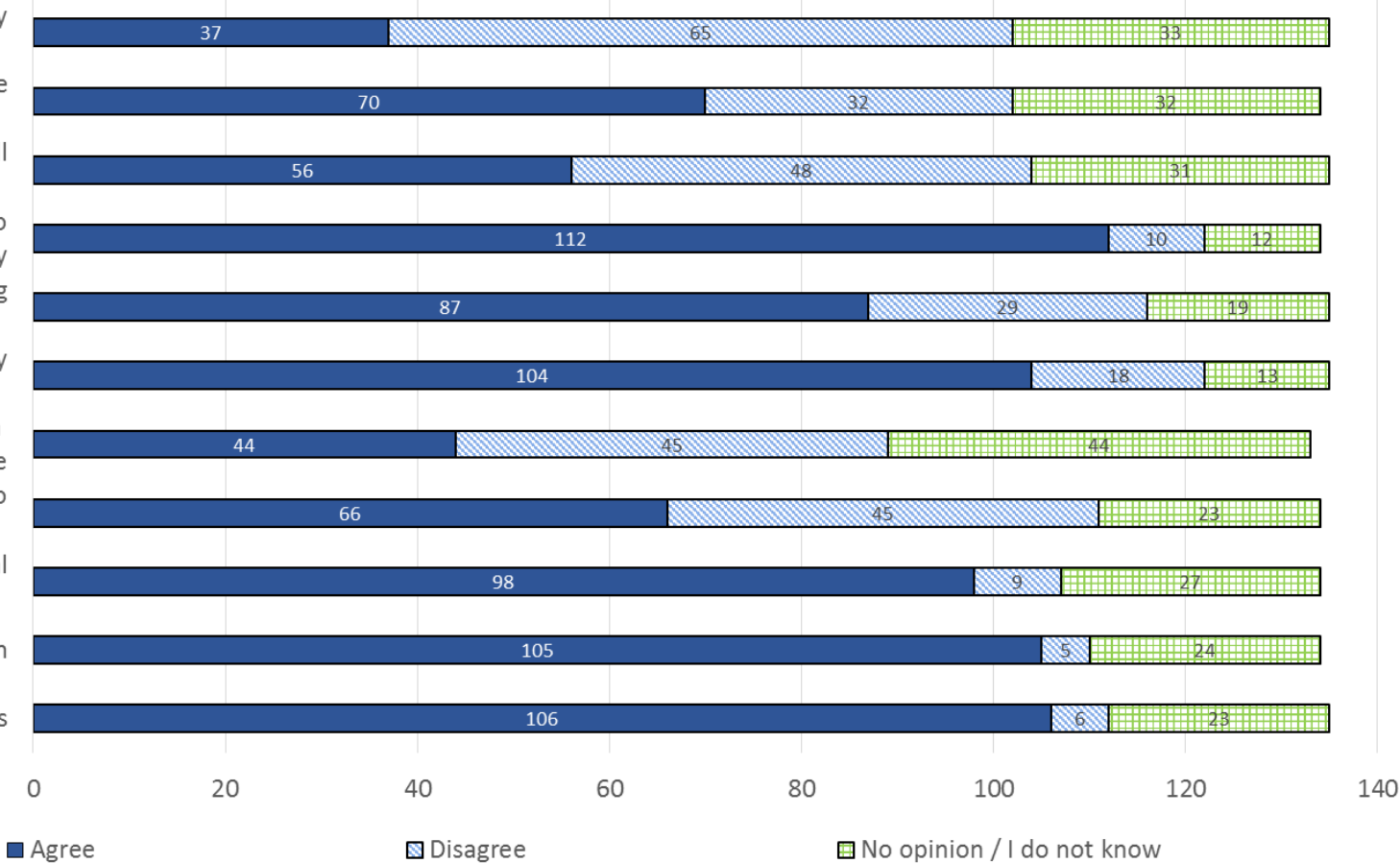
Costs of...

- In-vehicle equipment costs very substantial
- Roadside equipment will be substantial
- Central equipment will be small part of overall costs

C-ITS will...

- Strongly contribute to improving road safety
- Strongly contribute to reducing congestion
- Significantly improve efficiency of road use
- Deliver small reduction in infrastructure expenditure
- Make small contribution to reducing emissions
- Benefit international competitiveness
- Benefit research and innovation
- Help to create new jobs

Q17: Agreement with the following statements



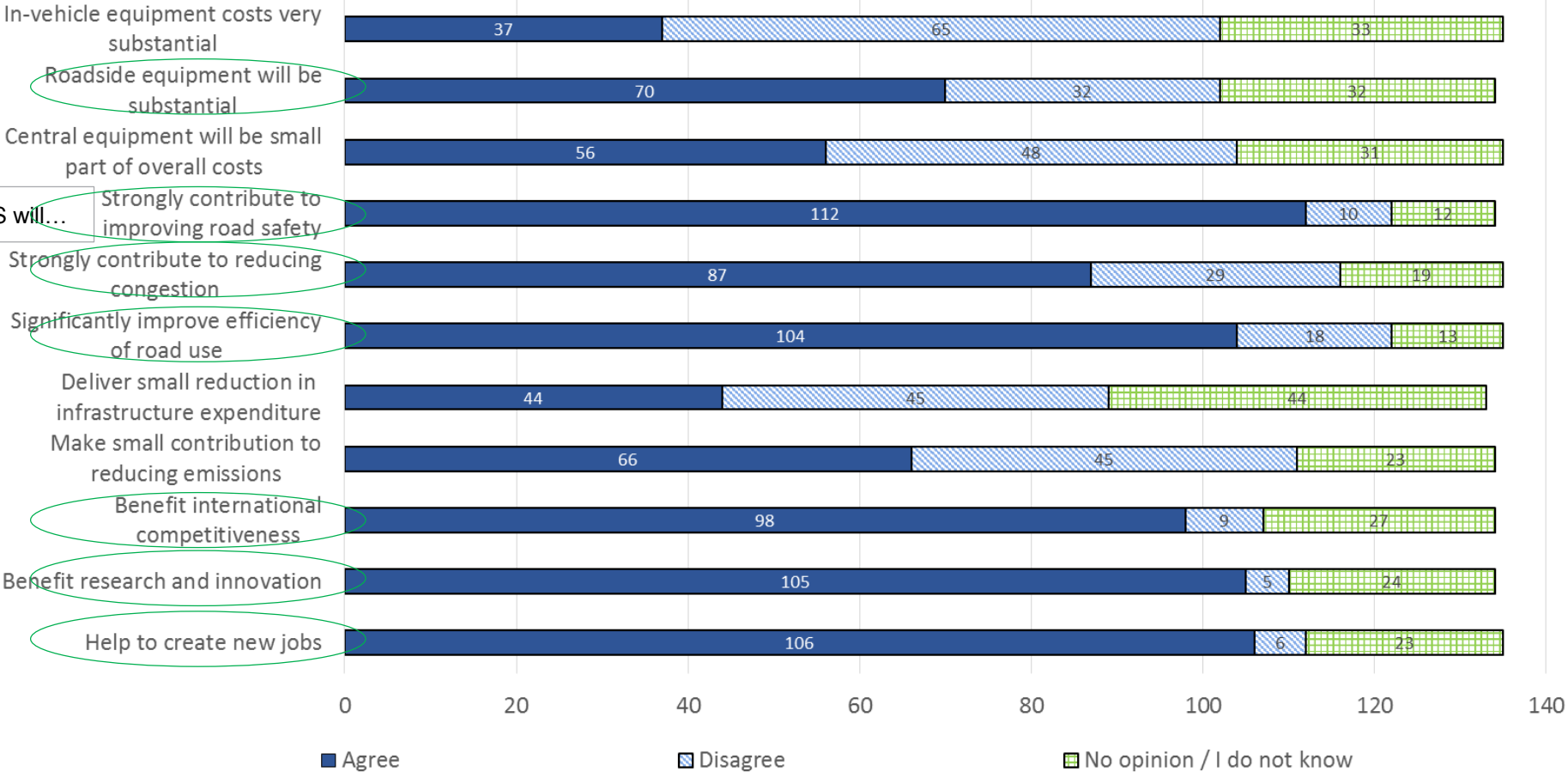
# Impacts: Broad agreement with 7 statements



Costs of...

Q17: Agreement with the following statements

C-ITS will...





# Impacts: Agreement, but not as strong, with 2 statements



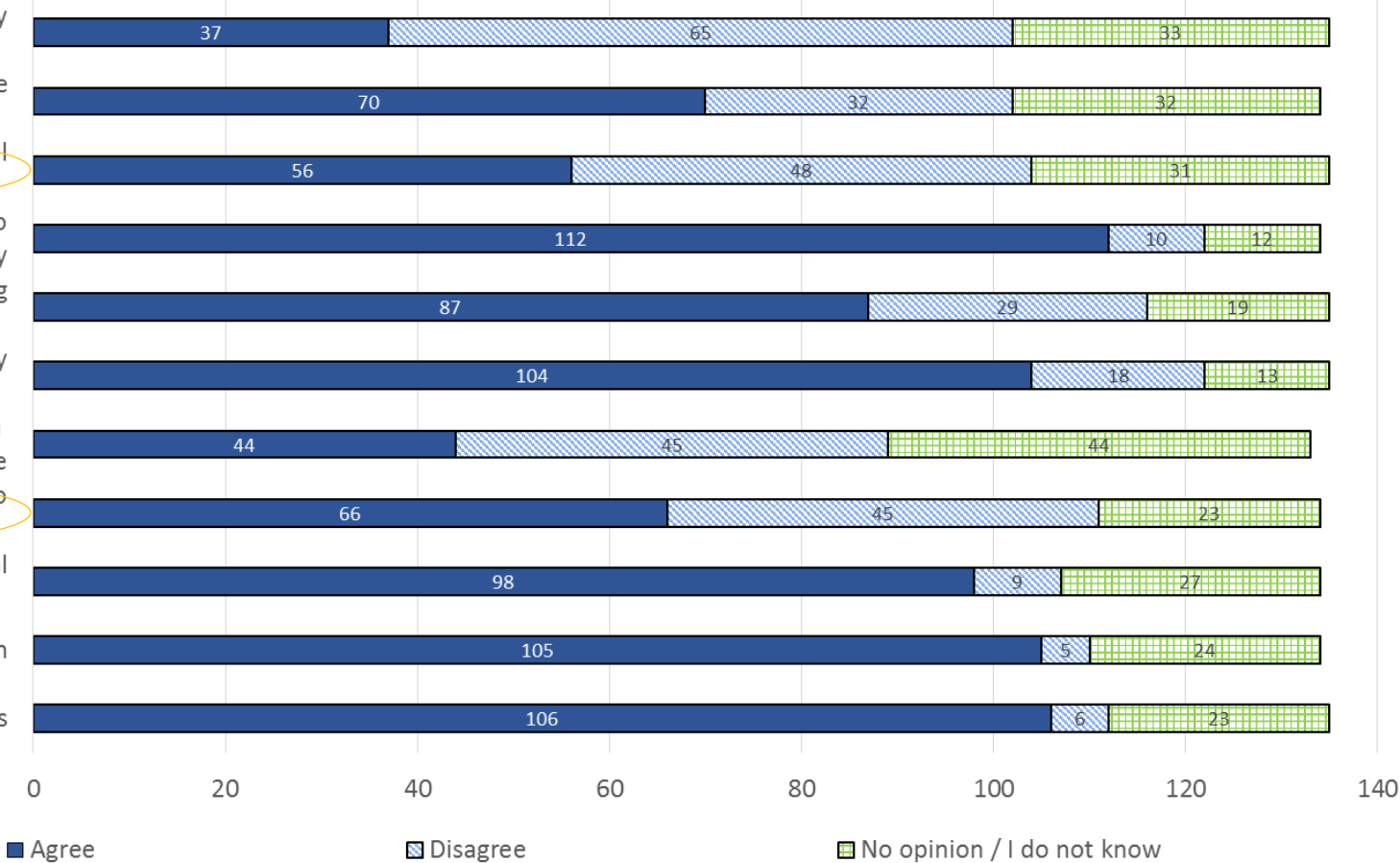
Costs of...

- In-vehicle equipment costs very substantial
- Roadside equipment will be substantial
- Central equipment will be small part of overall costs

C-ITS will...

- Strongly contribute to improving road safety
- Strongly contribute to reducing congestion
- Significantly improve efficiency of road use
- Deliver small reduction in infrastructure expenditure
- Make small contribution to reducing emissions
- Benefit international competitiveness
- Benefit research and innovation
- Help to create new jobs

Q17: Agreement with the following statements



# Impacts: Majority disagreed with 2 statements



Costs of...

In-vehicle equipment costs very substantial

Roadside equipment will be substantial

Central equipment will be small part of overall costs

C-ITS will...

Strongly contribute to improving road safety

Strongly contribute to reducing congestion

Significantly improve efficiency of road use

Deliver small reduction in infrastructure expenditure

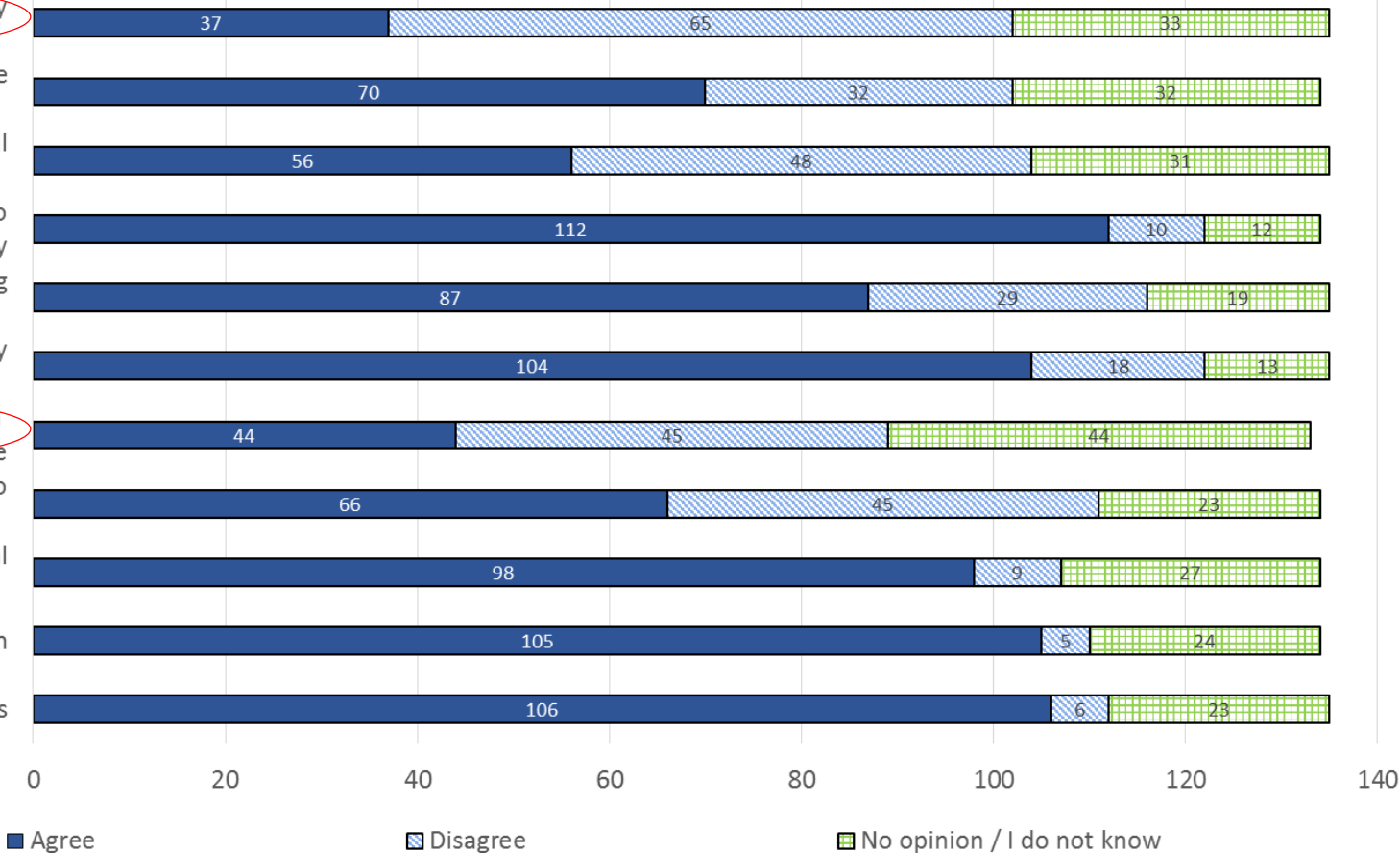
Make small contribution to reducing emissions

Benefit international competitiveness

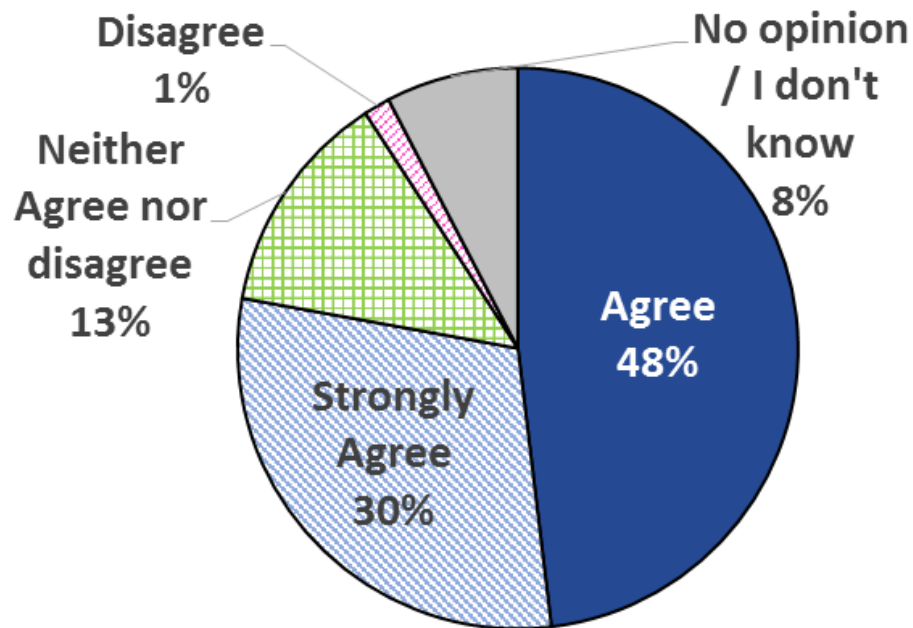
Benefit research and innovation

Help to create new jobs

Q17: Agreement with the following statements



***“The Commission considers that common specifications for C-ITS will help ensure that progress is made by all actors across the value chain in a consistent and harmonised manner. This in turn is expected to reduce administrative burden and to broaden the C-ITS market and make it more accessible, in particular for Small and Medium Enterprises.”***



## Impacts: Common views

- Extent of the benefits of C-ITS / given level of investment needed
- Some questioned the scale of the impacts assumed in some of the questions
- Several noted that all costs could potentially be substantial – could be dependent on technology used (e.g. cellular vs roadside units)
- Benefits would only be felt gradually over time as deployment increased
- Benefits delivered only if issues raised previously addressed
- C-ITS important as a step on the road to cooperative, connected and automated mobility

Ian Skinner  
T: +44 (0)1892 663289



[Ian.Skinner@tepr.co.uk](mailto:Ian.Skinner@tepr.co.uk)

Kareen El Beyrouty  
T: +44 (0)1235 753 094  
M: +44 (0)7872 106 608

[Kareen.ElBeyrouty@Ricardo.com](mailto:Kareen.ElBeyrouty@Ricardo.com)