

The provision, where possible, of road safety related minimum universal traffic information free of charge to users under the ITS Directive 2010/40/EU

Objective of the consultation

The objective of this public consultation is to collect the opinions of stakeholders and EU citizens on the provision, where possible, of road safety related minimum universal traffic information free of charge to users. More precisely this questionnaire addresses issues related to the type of safety messages, the possible channels of communication, the geographical coverage, the expected impacts of such information...

The aim of the European Commission is to support the coordinated and coherent deployment of Intelligent Transport Systems (ITS) within the EU and to set out the general conditions necessary for that purpose.

The present consultation will provide inputs for the development of specifications on road safety related minimum universal traffic information, and the impact assessment that will be carried prior to the adoption of the aforementioned specifications.

The outcome of this consultation will be discussed during a workshop to be organised in Brussels later this year. If you are interested into participating to this stakeholder event please express your interest by sending an email to MOVE-ITS@ec.europa.eu specifying the object of your message as "safety information workshop".

Target Groups

Such specifications dealing with road safety related information could potentially affect all parties involved in traffic information services. Therefore it is important to gather the views of as many stakeholders as possible: manufacturers, operators, telecommunication companies, emergency agents, public authorities at national, regional or local level... and the general public / EU citizens.

Background

Directive 2010/40/EU ("ITS Directive") of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport includes six priority actions for which binding specifications shall be elaborated (Art.6). These binding specifications should ensure compatible and interoperable services for all road users based on existing standards and technology. In the medium term they will contribute to the provision of free, where possible, EU-wide harmonised minimum services.

One of these priority actions is about "data and procedures for the provision, where possible, of road safety related minimum universal traffic information free of charge to users" (Art. 3, item c). In this context safety related information means information enhancing the level of road safety and decreasing the likelihood and severity of accidents; and universal information means understandable by all.

Road safety is one of the priorities of EU Transport Policy. Road accidents indeed still kill and injure too many people in Europe. Fatalities have fallen by 42% since 2001, but in 2010 there were still more than 31 000 deaths on European roads. It is widely recognised that accidents on the road to a certain extent can be avoided by timely warning of motorists about unexpected and dangerous traffic incidents and situations. However road users are currently not warned about these incidents appropriately, with sometimes tragic consequences. From a policy perspective this also hinders the achievement of the goal to halve road casualties by 2020 and to move close to zero fatalities in road transport by 2050 in the EU.

Timely warning for unexpected traffic situations could allow motorists to better anticipate, increase their vigilance, and hence avoid potentially dangerous situations. As road safety is a major public concern, there is a public interest to ensure that reliable safety related information is available free of charge to all motorists in the European Union. And whereas public bodies have been the traditional

sources of safety related information, new traffic monitoring technologies could turn private companies into important actors as well. In this context harmonisation could be required to guarantee optimum public access to safety related information.

Important notice

The idle session time-out is 90 minutes. In case of a time-out, your replies will be lost. You are advised to prepare your answers beforehand.

Questions marked with an asterisk * require an answer to be given.

I. Information about the participant

The policy on "protection of individuals with regard to the processing of personal data by the Community institutions" is based on Regulation (EC) N° 45/2001 of the European Parliament and of the Council of 18 December 2000.

http://ec.europa.eu/geninfo/legal_notices_en.htm#personaldata

Please provide your Family name.

*

Please provide your first name.

*

Please provide your email address.

A notification of receipt will be sent to this address. If the email address is not valid, the contribution will not be taken into account.

*

In what capacity are you completing this questionnaire?

*

- As a citizen
- As a private organisation
- As a public authority
- As a professional association



Is your organisation registered in the Transparency Register of the European Commission?

http://europa.eu/transparency-register/index_en.htm

*

- Yes
- No



Please indicate the identification number

*



What is the name of your organisation or authority?

*



What is your function within this organisation or authority?

*



What is the country and region if applicable where your organisation or authority is established and/or operates?

*



Please describe the activity of your organisation

Single response only. In the event that your organisation covers more than one of the activities below, please fill out a separate questionnaire for each activity.

*

- | | |
|---|---|
| <input type="radio"/> Road operator (public or private) | <input type="radio"/> Service provider (private) |
| <input type="radio"/> Data provider (public or private) | <input type="radio"/> Telecommunication sector |
| <input type="radio"/> Automotive industry | <input type="radio"/> Equipment manufacturer |
| <input type="radio"/> Public administration (other than public road operator) | <input type="radio"/> Research and development sector |
| <input type="radio"/> Standardisation organisation | <input type="radio"/> Certification body |
| <input type="radio"/> Emergency and/or rescue service | <input type="radio"/> Insurance company |
| <input type="radio"/> Users association | <input type="radio"/> Other - Please specify |



Please specify 'Other' *

II. Current situation about safety related traffic information



1. Where you usually drive, is safety related traffic information (e.g. dangerous road surface, reduced visibility, accident ahead) available today to all road users?

If your answer is No, you may go directly to question 7

- Yes
- No
- Partly



Please explain

*



1. Where you usually operate, is safety related traffic information (e.g. dangerous road surface, reduced visibility, accident ahead) available today to all road users?

If your answer is No, you may go directly to question 7

- Yes
- No
- Partly



Please explain

*



1. Is safety related traffic information (e.g. dangerous road surface, reduced visibility, accident ahead) available today to all road users?

If your answer is No, you may go directly to question 7

- Yes
- No
- Partly



Please explain



2. Where you usually drive, how is this safety related traffic information provided to road users? (e.g. radio, variable message signs, personal navigation device...)



2. Where you usually operate, how is this safety related traffic information provided to road users? (e.g. radio, variable message signs, personal navigation device...)



2. How is this safety related traffic information provided to road users? (e.g. radio, variable message signs, personal navigation device...)

3. Is this safety related traffic information reliable?

Yes

No

4. Is this safety related traffic information easy to understand?

Yes

No

5. Is this safety related traffic information useful?

Yes

No



6. Is this safety related traffic information affecting your own driving behaviour?

Yes

No



6. Is this safety related traffic information affecting drivers behaviour?

Yes

No



7. Do you generally have access to traffic information and/or services? (e.g. alternative routing, time to destination, fuel consumption...)

- Yes, for free
- Yes, through a specific subscription
- No



7. Do you provide traffic information and/or services? (e.g. alternative routing, time to destination, fuel consumption...)

- Yes, for free
- Yes, through a specific subscription
- No

III. Scope and Impact of the provision, where possible, of road safety related minimum universal traffic information free of charge to users

8. It is important to provide, where possible, road safety related minimum **universal** traffic information **free of charge** to users across Europe

*

- Agree strongly
- Agree
- Disagree
- Disagree strongly
- Undecided

9. To this aim, it is desirable to:

- a: Agree strongly
- b: Agree
- c: Disagree
- d: Disagree strongly
- e: Undecided

	a	b	c	d	e
harmonise the content of safety messages *	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
harmonise their means of dissemination *	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
define a uniform presentation (e.g. pictures, universal language...) *	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
define a minimum level of reliability *	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
define an homogenous geographical coverage *	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
define an organisational framework *	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10. What safety related messages should be provided to users in priority?

Multiple responses possible

- | | |
|---|---|
| <input type="checkbox"/> Ghost drivers (wrong way drivers) | <input type="checkbox"/> Dangerous road surface |
| <input type="checkbox"/> Danger due to reduced visibility | <input type="checkbox"/> Animal / people / debris on the road way |
| <input type="checkbox"/> Blockage of road / tunnel | <input type="checkbox"/> Unprotected accident area |
| <input type="checkbox"/> Temporary roadwork | <input type="checkbox"/> End of queue |
| <input type="checkbox"/> Adverse weather conditions (e.g. snow storm, flooding, strong wind...) | <input type="checkbox"/> Abnormal traffic |
| <input type="checkbox"/> Equipment or system failure | <input type="checkbox"/> Other(s) – please specify |



Please specify 'Other(s)'



11. What would be the most appropriate channels of communication to provide safety related traffic information to users?

Multiple responses possible

- | | |
|---|--|
| <input type="checkbox"/> Radio (FM) | <input type="checkbox"/> Radio (RDS-TMC) |
| <input type="checkbox"/> Radio (TPEG) | <input type="checkbox"/> Variable Message Signs along the road |
| <input type="checkbox"/> Onboard unit / GPS | <input type="checkbox"/> Personal navigation device |
| <input type="checkbox"/> Mobile phone communication | <input type="checkbox"/> Smartphone applications |
| <input type="checkbox"/> Specialised websites | <input type="checkbox"/> Other(s) – please specify |



Please specify 'Other(s)'



12. Where would the provision of safety related traffic information to users be the most valuable?

Multiple responses possible

- Along motorways across Europe
- Along main roads and urban penetration axes across Europe
- Along typical rural roads across Europe
- Along urban streets in main European cities

13. Safety related data collected and/or processed by any service provider (public or private) should be made available to other service providers within a given area or along a given network.

- Agree strongly
- Agree
- Disagree
- Disagree strongly
- Undecided

14. A dedicated organisational framework should be set up to this aim.

- Agree strongly
- Agree
- Disagree
- Disagree strongly
- Undecided

15. Would you rather see the public or private sector in the lead for provisioning safety related traffic information to users?

- Rather the public sector
- Rather the private sector
- Some form of public-private partnership

16. In your opinion what would be the impact of the provision, where possible, of road safety related minimum universal traffic information free of charge to users on

- a: High impact
- b: Low impact
- c: No Impact
- d: Negative impact
- e: Undecided

	a	b	c	d	e
Road safety (e.g. less accidents) *	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic conditions (e.g. less congestion) *	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The environment (e.g. less pollution) *	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

17. Please provide quantitative evidence if available (including reference to documents, websites...)

18. Do you expect any other impact due to the provision, where possible, of road safety related minimum universal traffic information free of charge to users?

Please specify and provide quantitative evidence if available (including reference to documents, websites...)

IV. Implementation of road safety related minimum universal traffic information

19. It is desirable that the EU takes action to ensure the provision, where possible, of road safety related minimum universal traffic information free of charge to users across Europe

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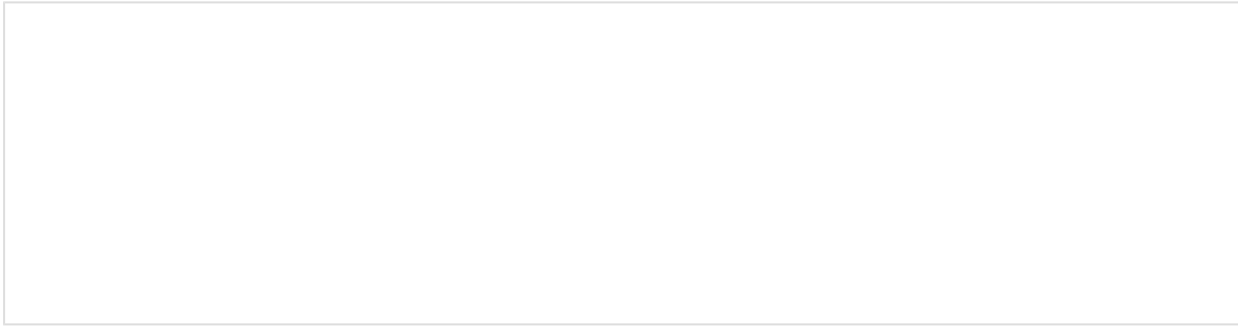
- Agree strongly
- Agree
- Disagree
- Disagree strongly
- Undecided

20. EU action to ensure the provision, where possible, of road safety related minimum universal traffic information would be most valuable on cross-border situations in particular.

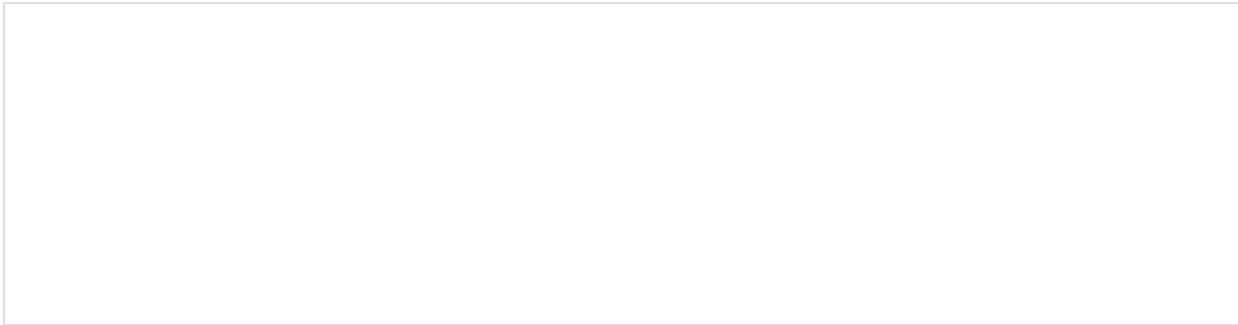
- Agree strongly
- Agree
- Disagree
- Disagree strongly
- Undecided

21. What action(s) do you think the EU should take to ensure and foster the provision, where possible, of road safety related minimum universal traffic information free of charge to users?

22. What complementary traffic information beyond the provision of universal road safety messages (e.g. alternative routes, parking availability, time to destination ...) would you consider being most useful to users?

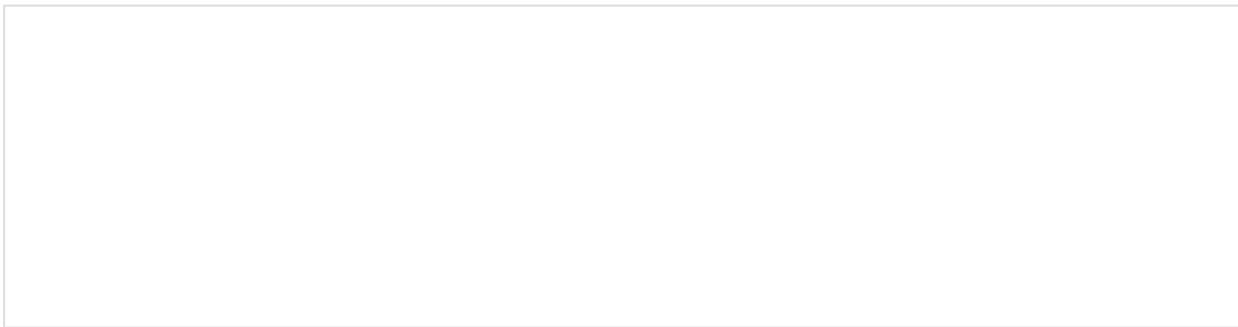
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23. Do you have any additional comments?

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V. Other questions

24. Please list reference to any studies or documents of relevance for this consultation on safety related traffic information. You may also upload relevant documents.

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Received contributions, together with the identity of the contributor, will be published on the Internet, unless the contributor objects to publication of the personal data on the grounds that such publication would harm his or her legitimate interests. In this case the contribution may be published in anonymous form.

25. Do you consent to the publication of your response by the European Commission?

*

- Yes
- Yes, but anonymously
- No

Useful links

Europa page on this public consultation: http://ec.europa.eu/transport/road/consultations/2012-06-05-its2012_en.htm

Transparency Register: http://europa.eu/transparency-register/index_en.htm

Personal Data Protection: http://ec.europa.eu/geninfo/legal_notices_en.htm#personaldata

Background documents

Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32010L0040:EN:NOT>