
ITS ACTION PLAN

FRAMEWORK SERVICE CONTRACT TREN/G4/FV-2008/475/01

D5 – CONSULTATION REPORT

Study regarding guaranteed access to traffic and travel data and free provision of universal traffic information

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M A N A G E M E N T S U M M A R Y

On 16 December 2008 the European Commission adopted an ITS Action Plan (COM (2008) 886) for road transport and interfaces with other modes. One of the key priority areas involves optimal use of road, traffic and travel data, and the scope of this study falls within that priority area.

The general objective of this study is to provide support on the subjects of a Guaranteed Access to Data and the implementation of a Free Universal Minimal Service for travel information.

- A questionnaire was developed and sent to key stakeholders in both the public and private sector followed up by interviews
- An internet consultation was posted on the EC website.
- A conference (“Workshop”) was held in Brussels on June 21, 2010.

Guaranteed access to traffic and travel data:

The state of play varies significantly between member states; in terms of private and public roles in data collection, processing and distribution.

- Road data in general is collected by both public and in some cases private organisations. Private parties in general cover information dissemination.
- Dissemination of public transport information is split about equally between private parties and public authorities.

Disclosure of public data to private parties in general is arranged in various kinds of agreements.

Disclosure of private data to public and other private parties is less common, in general no laws are in place to guarantee access.

Free universal traffic information service

Public and private parties believe such a service will contribute to safer driving
There is broad support from both private and public parties to implement such a service

Private parties disagree on whether the effect of the introduction of such a service will affect their business in a positive or negative way.

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Document History

Version	When	Prepared by	Status
V1	20 th July 2010	PB	Initial outline
V2	9 th September	TV	Inclusion of analysis of responses
V3	8 th October	NAR/MW	Draft for Review by DG MOVE
V4	22 nd November	MW	Final version incorporating DG MOVE comments
V5	20 th December	MW	Approved Version

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1. Scope and Objective

1.1. Project Scope

On 16 December 2008 the European Commission adopted an ITS Action Plan (COM (2008) 886) for road transport and interfaces with other modes. One of the key priority areas involves optimal use of road, traffic and travel data.

The scope of this study falls within Actions 1.1 and 1.4 of the ITS Action Plan, as follows:

- Action 1.1 Definition of procedures for the provision of EU-wide real-time traffic and travel information services, addressing notably the following aspects:
 - provision of traffic information services by the private sector
 - provision of traffic regulation data by the transport authorities
 - guaranteed access by public authorities to safety-related information collected by private companies
 - guaranteed access by private companies to relevant public data
- Action 1.4 Definition of specifications for data and procedures for the free provision of minimum universal traffic information services (including definition of the repository of messages to be provided)

1.2. Objectives

The general objective of this study is therefore to support the following two areas

- Guarantee Access to Data
 - ensure a fair and transparent access to public traffic and travel related data
 - promote public-private co-operation to improve traffic and travel information
 - increase data quality and improve multi-modal co-operation
 - encourage (cross-border) data exchange
- Free Universal Minimum Service
 - make safety-related, traffic information available to public authorities
 - ensure free minimum traffic services for all travellers
 - harmonise a Europe-wide free minimum service
 - develop suitable organisational models

The specific objective of this report is to provide an analysis of the Internet consultation and results of the Workshop.

1.3. Glossary of terms¹

"Continuity of services" means the ability to ensure seamless services on transport networks across the Union;

"Data" refers to the aggregation of individual records for measurable quantities, and is further defined by context (see also Road, Traffic, Travel)

"Information" is the product of data organised and arranged to convey something meaningful to the recipient.

"Road data" means data on road infrastructure characteristics, including fixed traffic signs or their regulatory safety attributes;

"Specification" means a document laying down provisions containing requirements, procedures or any other relevant rules.

"Traffic data" means historic and real-time data on road traffic characteristics;

"Travel data" means basic data such as public transport timetables and tariffs, necessary to provide multi-modal travel information before and during the trip to facilitate travel planning, booking and adaptation;

¹ Where applicable, definitions have been taken from the text of the draft ITS Directive to ensure consistency of use.

2. Methodology

2.1. Overall Approach

The purpose of the consultation was to create awareness amongst stakeholders about the study objectives and the issues being addressed. It also created an opportunity to obtain first hand information about current developments in policy and practice, for both the public and private sector. Consultation was handled using three methods, namely a detailed questionnaire, a web consultation, and a stakeholder workshop.

A questionnaire was developed which was aimed to provide understanding the situation and outlook of public sector stakeholders, and offered supplementary questions to focus on issues specific to private sector stakeholders. Appendix A contains the list of questions used for the interviews.

During the course of the study, it became apparent that Member States would need more time to prepare coordinated feedback, and additional questions were raised ahead of the proposed ITS Workshop. As a result it was decided that the first round of Stakeholder Consultation would extend to the period of the ITS Workshop, and that a more comprehensive overall picture would be obtained before proceeding to a draft proposal or specification.

2.2. Interviews with key stakeholders

The Questionnaire was sent to key contacts along with an accompanying letter of authorisation from the European Commission. In order to catalyse the process of response, the letters were followed up with telephone calls offering the option of an interview to capture the information. Respondents using this channel gave more detailed answers, as these could be developed over time.

Details of organisations to which questionnaires were sent can be found in Appendix B

A total of 14 responses were received:-

- 9 from public sector organisations
- 5 from private sector organisations

2.3. Web Consultation

A web-enabled questionnaire was made available on the DG Move website, as an 8 week long public consultation.

This provided greater coverage but required the questions to be answered in one 90 minute session.

The questions contained within the web questionnaire were similar to the questionnaire sent to identified stakeholders. Appendix C includes the list of questions posed during the web-questionnaire.

The consultation period was 26th April 2010 to 18th June 2010 and was specifically targeted at specialists from national, regional and local road and public transport authorities, public and private service providers, public transport operators and other organisations working with traffic and travel data.

The questionnaire was available via the following link (http://ec.europa.eu/transport/its/consultations/2010_06_18_traffic_travel_data_en.htm)

A total of 30 responses were received:-

- 18 from public organisations
- 7 from private organisations
- 5 from non-profit organisations

2.4. Stakeholder Workshop

A workshop was organised by DG MOVE on the 21st June 2010 to review the interim results of the study with stakeholders and to discuss the possible role for European action to ensure the following goals:

- ensure a fair and transparent access to public traffic and travel data
- make private, especially safety-related, traffic information available to public authorities
- promote public-private co-operation to improve traffic and travel information
- ensure free-of-charge safety-related traffic services for all travellers

The workshop was organised into 3 sessions:

- EU wide Traffic and Travel Information: presentation of the European Agenda and two national experiences (Dutch and British)
- Working session 1: access to Traffic and Travel Data. Status of traffic and travel data access in Europe: first results of the ongoing study and consultation

-
- Working session 2: Free Minimum Traffic Information. The concept of free safety-related information: first results of the ongoing study and consultation

There were over 70 attendees at the workshop.

- Appendix B contains the workshop agenda
- Appendix E contains a list of the workshop participants
- Appendix F contains the working session presentations

3. Results of the Stakeholder consultation

3.1. Introduction

In the following sections the results of the consultation are presented:-

- 3.2 Interviews with Key Pubic Sector Stakeholders
- 3.3 Interviews with Private Sector Stakeholders
- 3.4 Web Consultation
- 3.5 Stakeholder Workshop

The questionnaire used for the interviews was composed of open questions.

The results in the next two sections are based on a quantitative interpretation of the data.

3.2. Interviews with Key Public Sector Stakeholders

These interviews sought to establish the current status of the provision of traffic and traveller information services within the 7 represented countries.

The graphs enclosed in this section have been compiled using data from:

- Interviews or extensive questionnaires with 9 key stakeholders in the public sector from UK, NL, F, CH, DK, SE and AT.

3.2.1. PROVISION OF FREE PUBLIC TRAFFIC INFORMATION

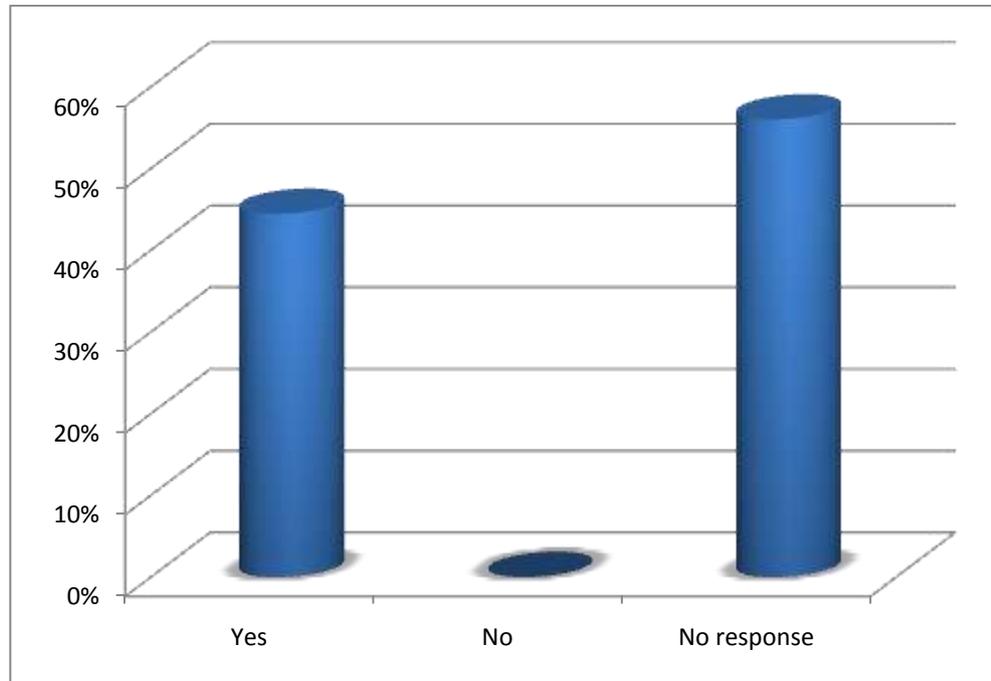


Figure 1: Is there a public traffic information service delivered free of charge to travellers?

3.2.2. NETWORK COVERAGE FOR PUBLIC SERVICES

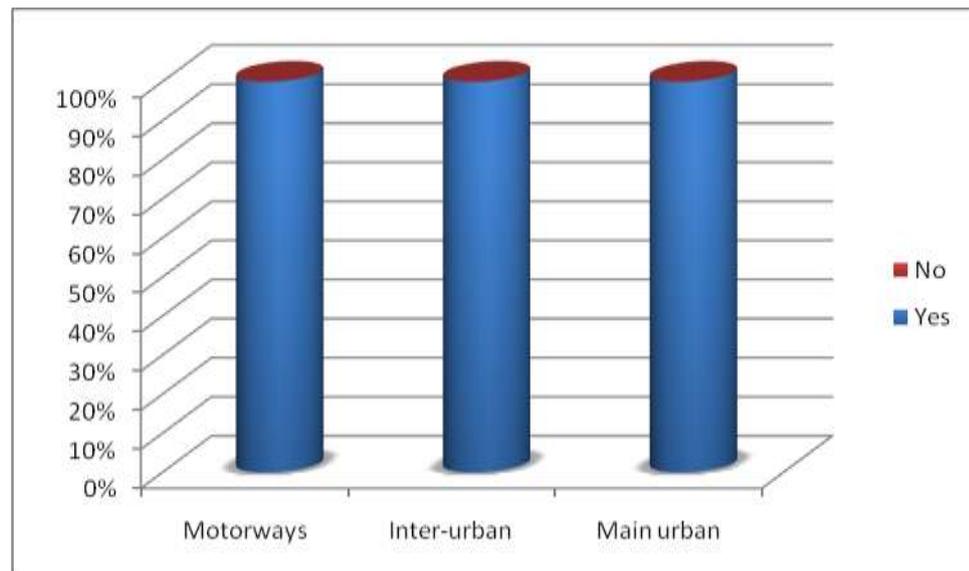


Figure 2: What is the road network covered by this service (s)?

3.2.3. SYSTEMS AND STANDARDISATION

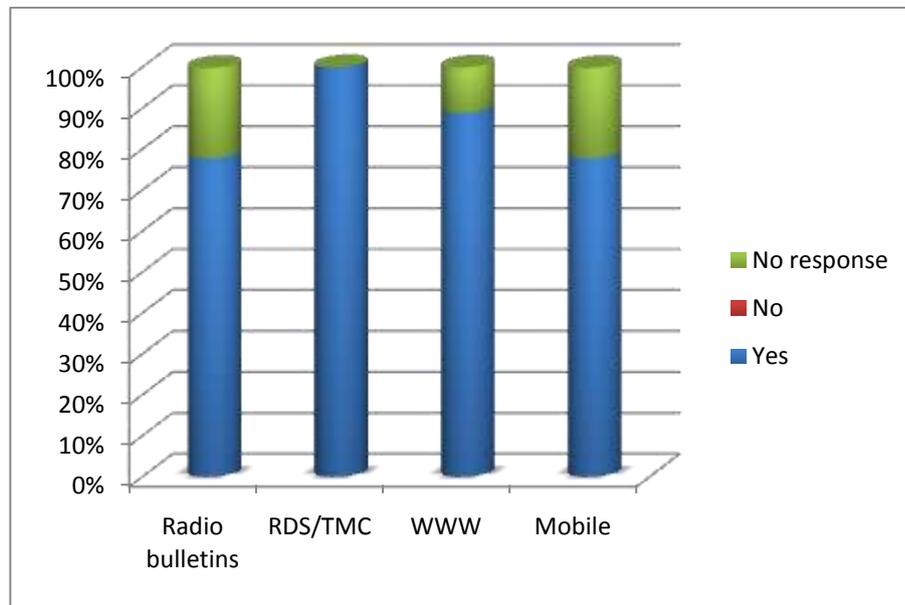


Figure 3: What systems are used for this, and which standards are applicable?

3.2.4. PRIVATE SERVICES USING PUBLIC DATA

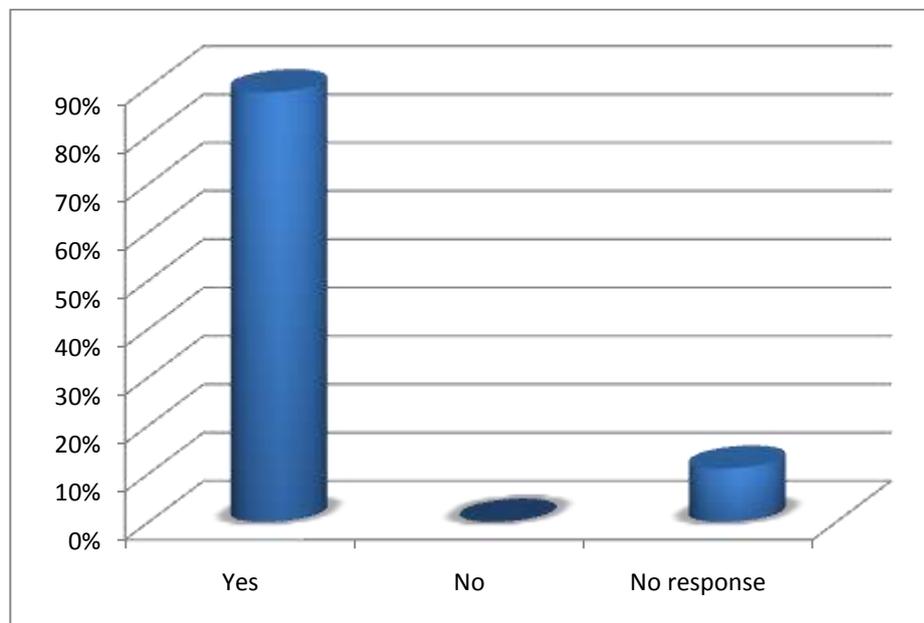


Figure 4: Are there private service (s) using public data?

3.2.5. NETWORK COVERAGE FOR PRIVATE SERVICES

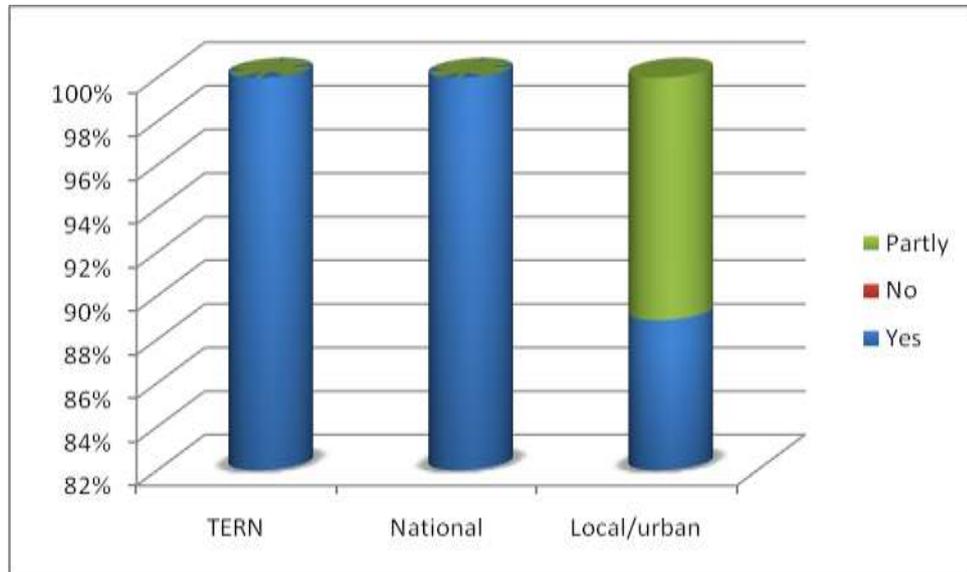


Figure 5: Can you define the road network covered by this service (s)?

3.2.6. PROCESSING PUBLIC DATA: ORGANISATIONS INVOLVED

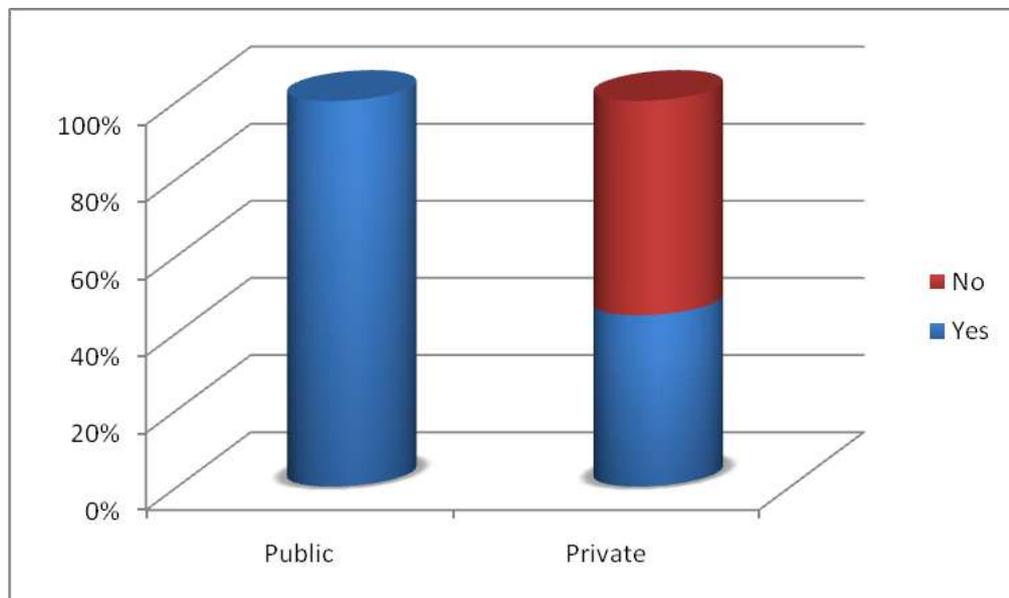


Figure 6: What organisations are involved in processing the public data, in order to be broadcasted to end-users?

3.2.7. CONTRACTUAL AGREEMENTS FOR GOVERNANCE

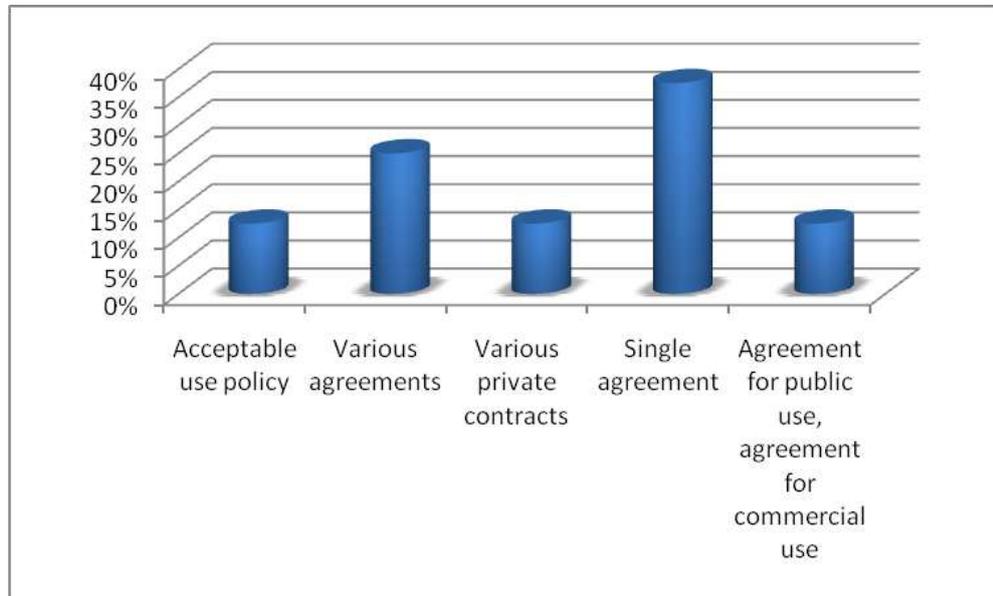


Figure 7: What types of contractual agreement are linking these stakeholders?

3.2.8. PRIVATE SERVICE: PRIVATE DATA SOURCES

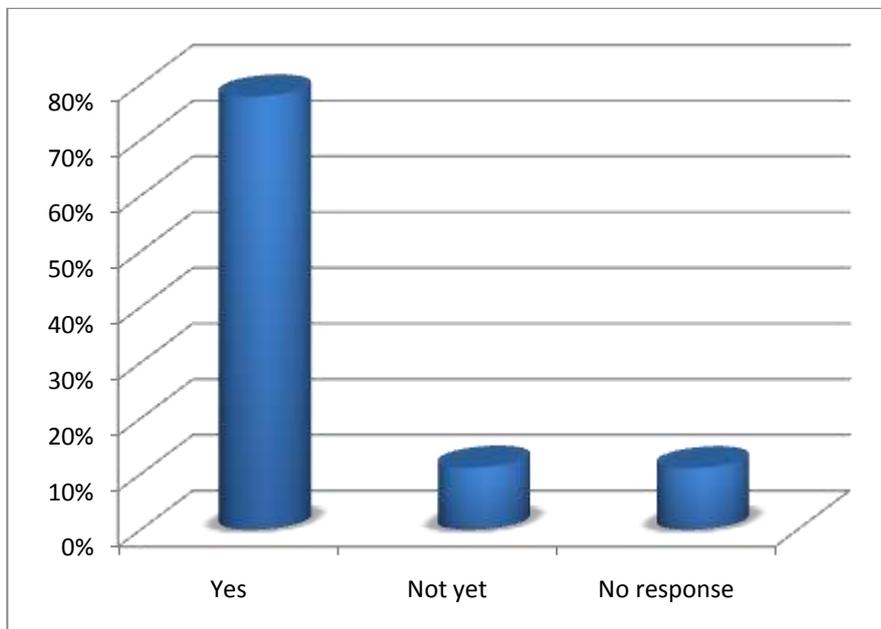


Figure 8: Are there private service(s) using Floating Car Data (FCD) or other private data?

3.2.9. ACCESS TO PRIVATE DATA: OTHER OPERATORS

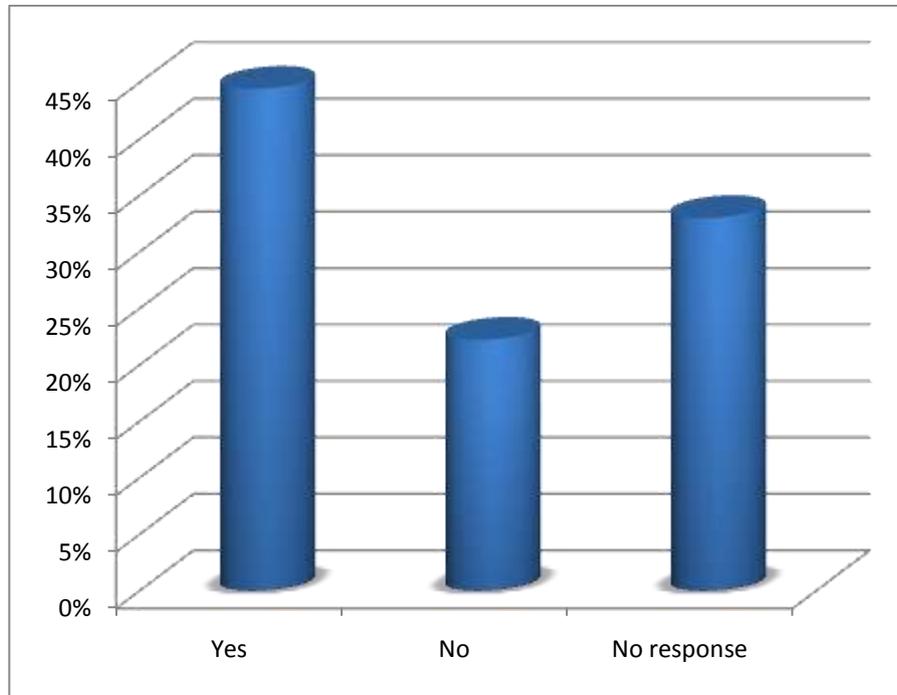


Figure 9: Is there available access to privately owned data by other operators?

3.2.10. ACCESS TO PRIVATE DATA: PUBLIC BODIES

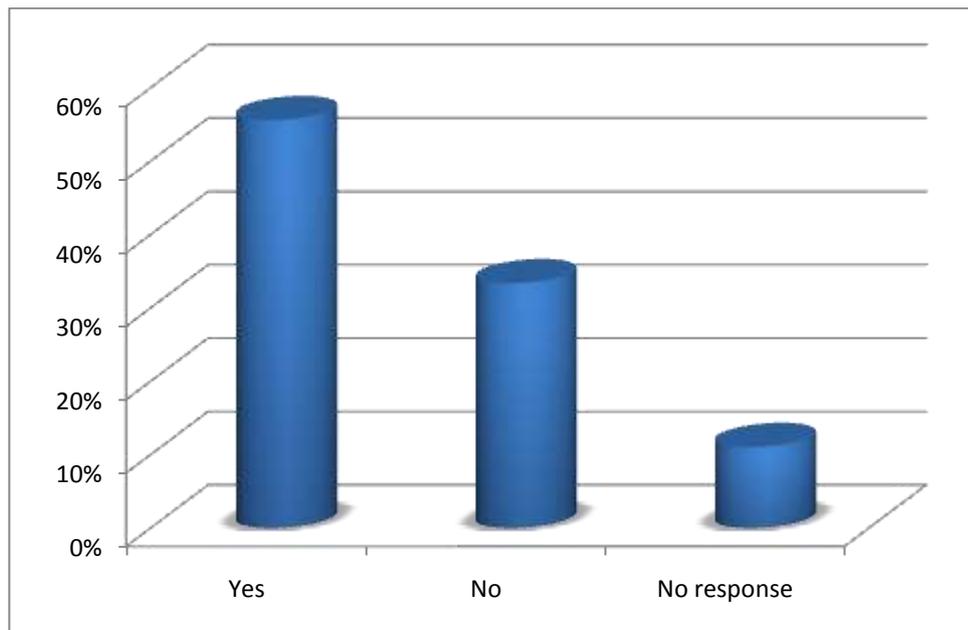


Figure 10: Is there available access to privately owned data by public bodies?

3.2.11. PROVISION OF FREE PUBLIC TRAVEL INFORMATION SERVICES

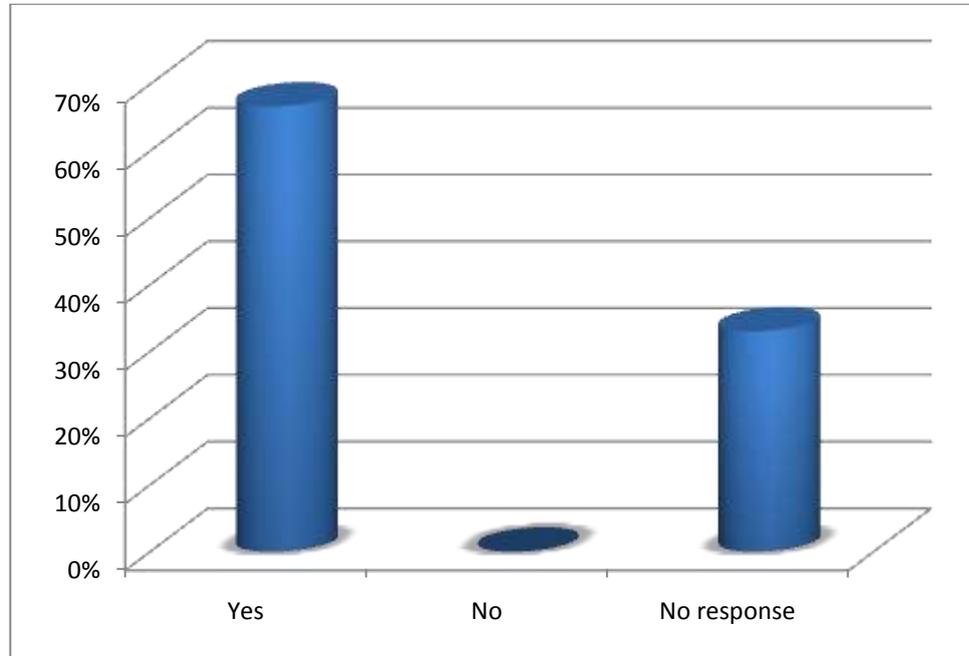


Figure 11: Is there a public travel (or multimodal) information service delivered free of charge to travellers?

3.2.12. PRIVATE SERVICES USING PUBLIC TRANSPORT DATA

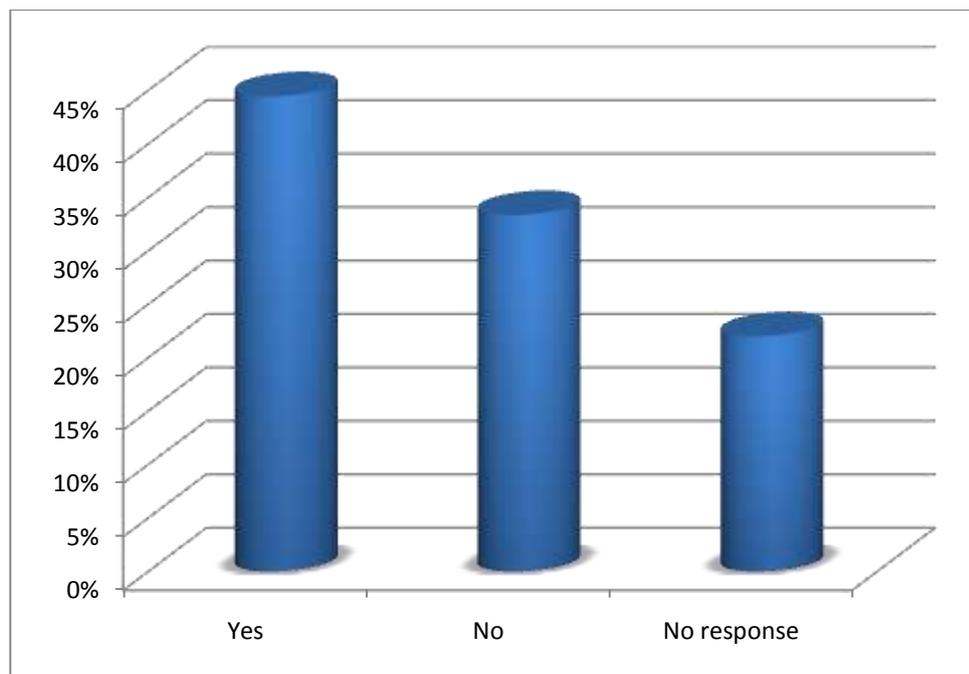


Figure 12: Are there private service (s) using public transport data?

3.2.13. CONTRACTUAL AGREEMENTS FOR GOVERNANCE

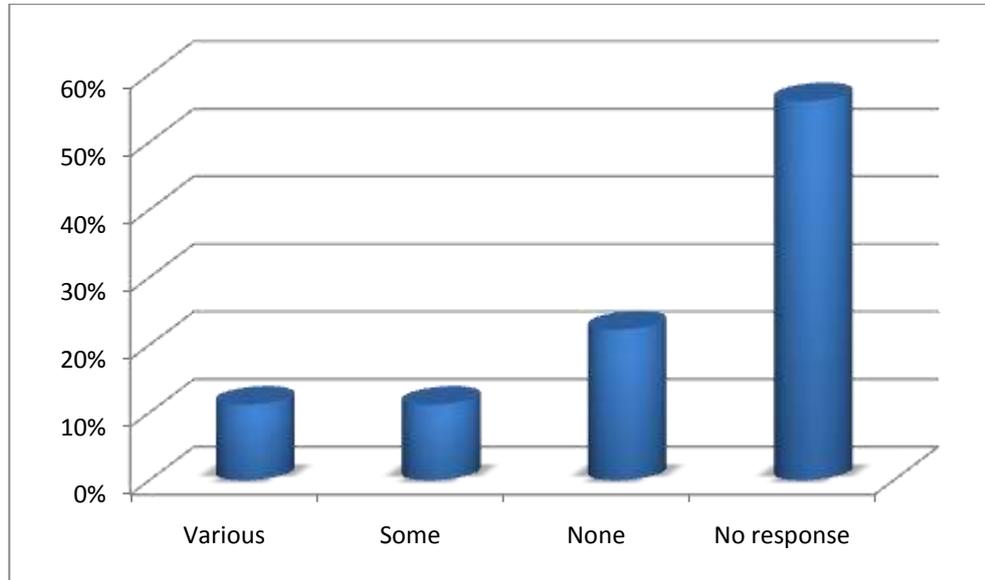


Figure 13: What types of contractual agreement are linking these stakeholders?

3.2.14. GUARANTEED ACCESS TO TRAVEL DATA FOR OPERATORS

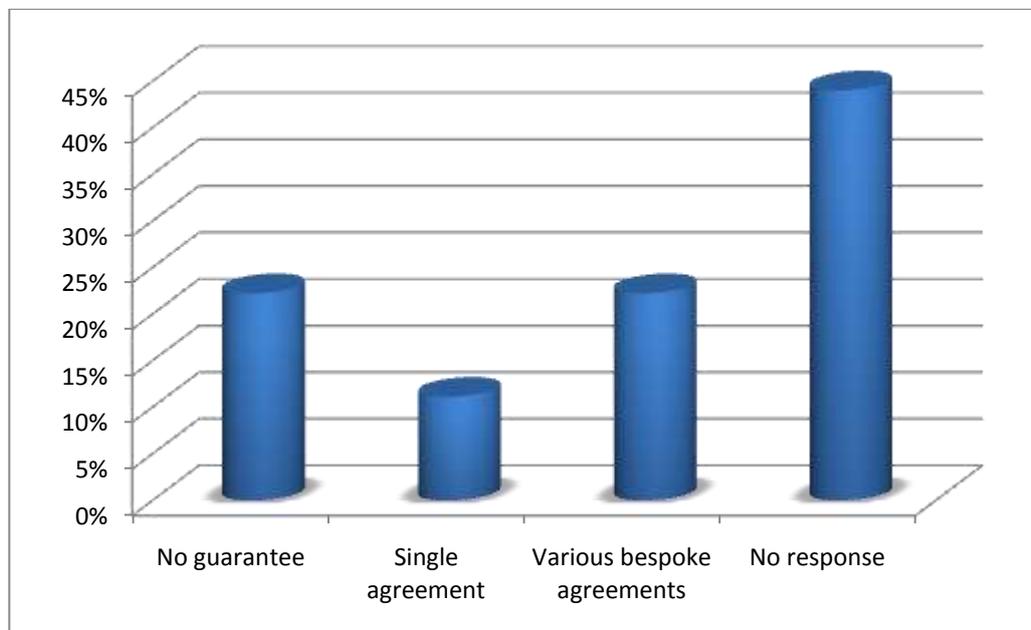


Figure 14: How is access to travel data (bus stops and timetables at the minimum) guaranteed to other operators?

3.2.15. PRIVATE SERVICES: DATA SOURCES

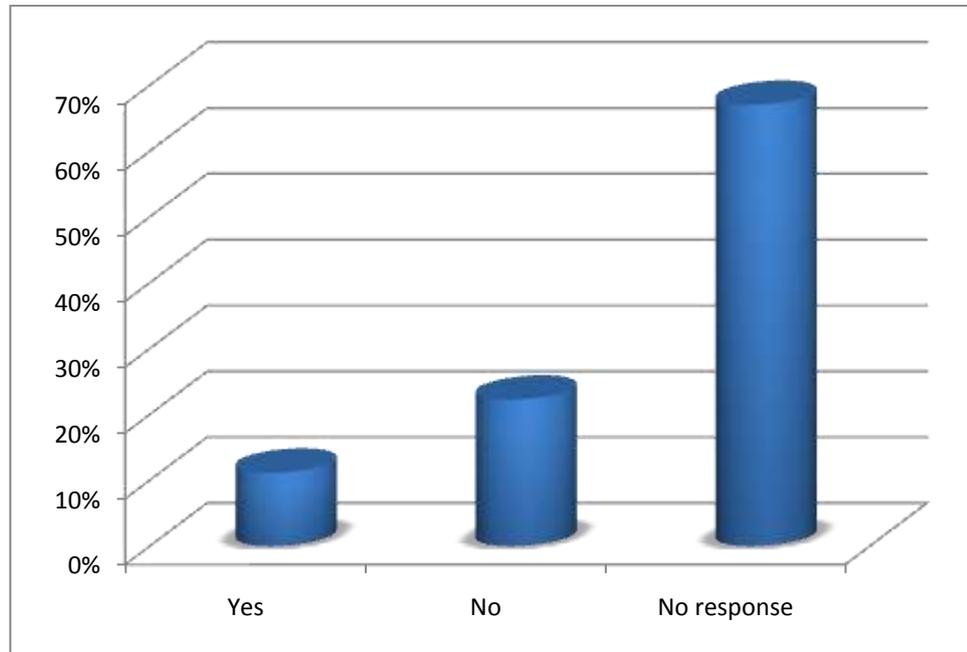


Figure 15: Are there private service (s) using private data (for example from special fleet or on demand services)?

3.2.16. ACCESS TO PRIVATE DATA: OTHER OPERATORS

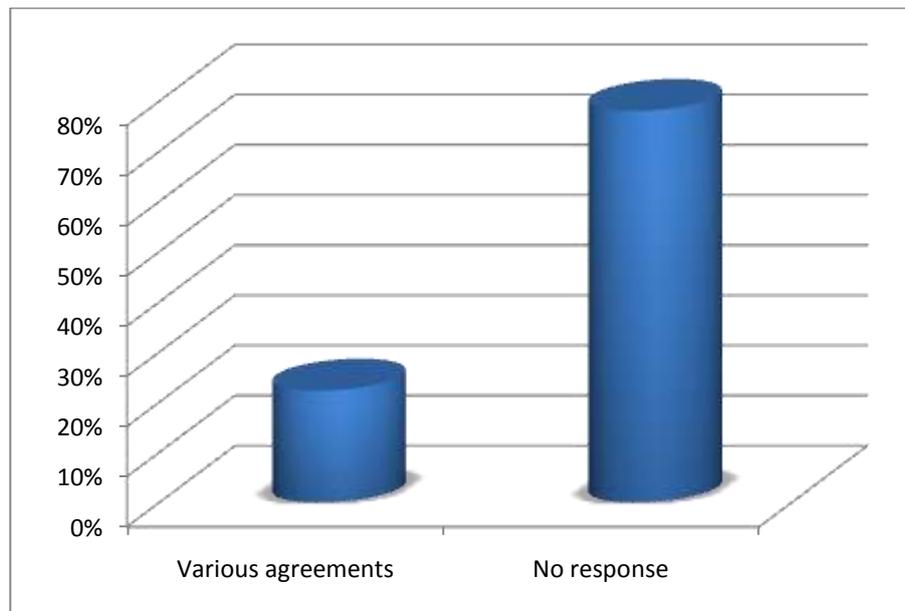


Figure 16: How is access to privately owned data guaranteed to other operators?

3.2.17. ACCESS TO PRIVATE DATA: PUBLIC BODIES

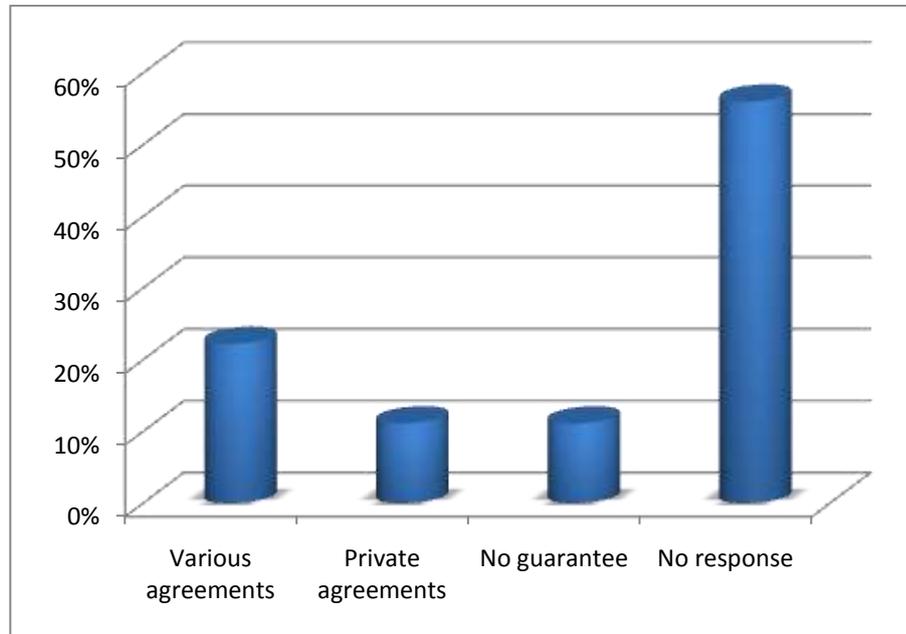


Figure 17: How is access to privately owned data guaranteed to public bodies?

3.2.18. ACCESS TO PUBLIC DATA: SUPPORTING MECHANISMS

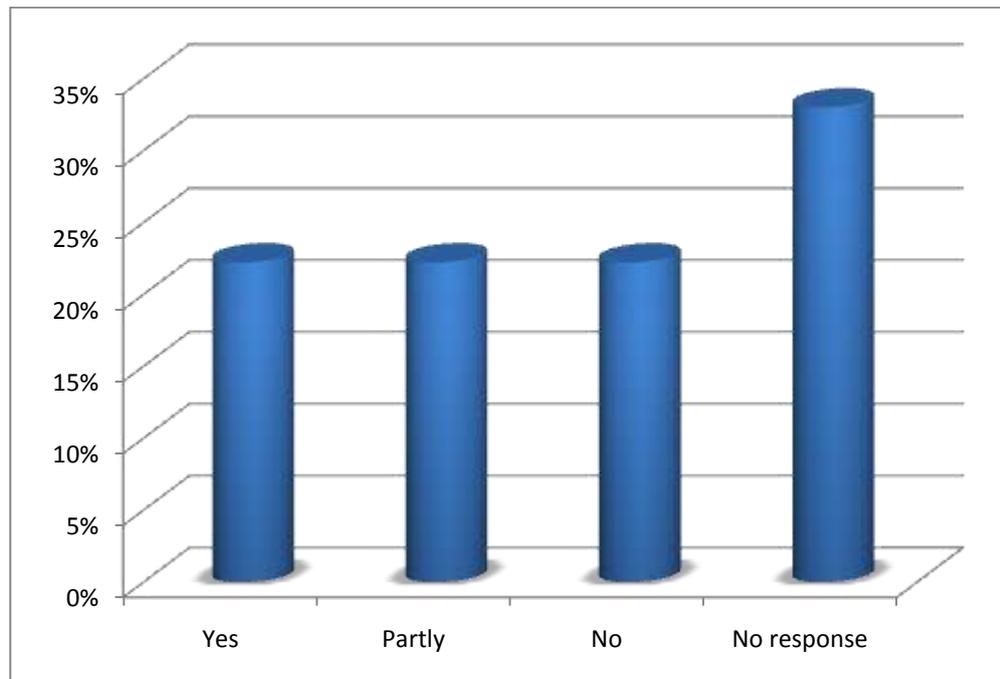


Figure 18: Do national laws, regulations or other rules guarantee the access to public data for all service providers (both public bodies and private services)?

3.2.19. BARRIERS TO ACCESS

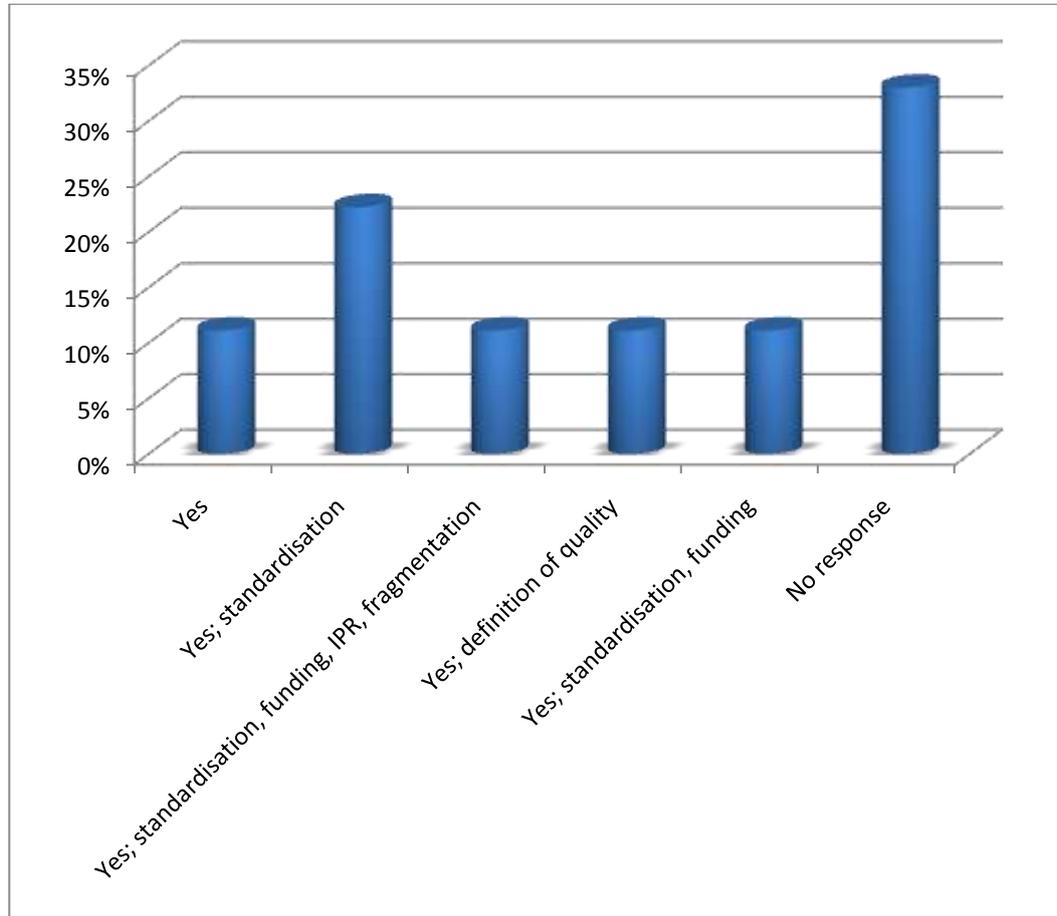


Figure 19: Are there any practical barriers to data sharing, for example contractual or technical?

3.2.20. LOCAL DEFINITION OF PUBLIC DATA

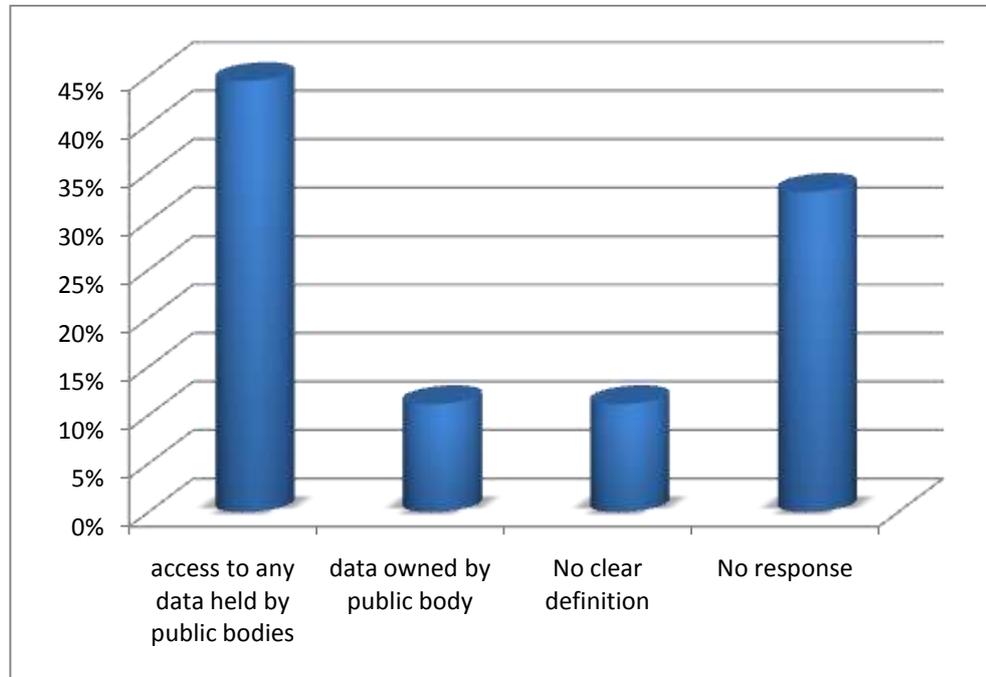


Figure 20: What is the definition of 'public data' in your country, in terms of data held by public bodies?

3.2.21. MINIMUM LEVEL OF UNIVERSAL INFORMATION

The EC is considering the implementation of pan-European traveller information service, making available a 'minimum level of universal information'. Such a service would be language-independent and free of charge to the motorists. Content may include certain elements of safety related information (accidents, unplanned road and lane closures, dangerous weather and road conditions, etc.).

Is such a service, from your perspective, desirable?

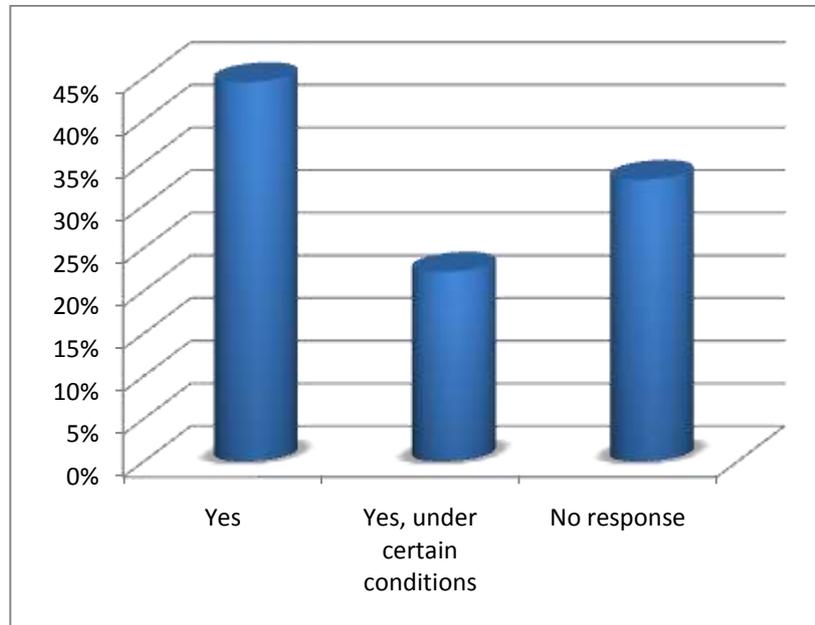


Figure 21: Is a minimum level of universal information desirable?

3.2.22. IMPACT OF FREE TRAVEL INFORMATION ON THE PRIVATE SECTOR

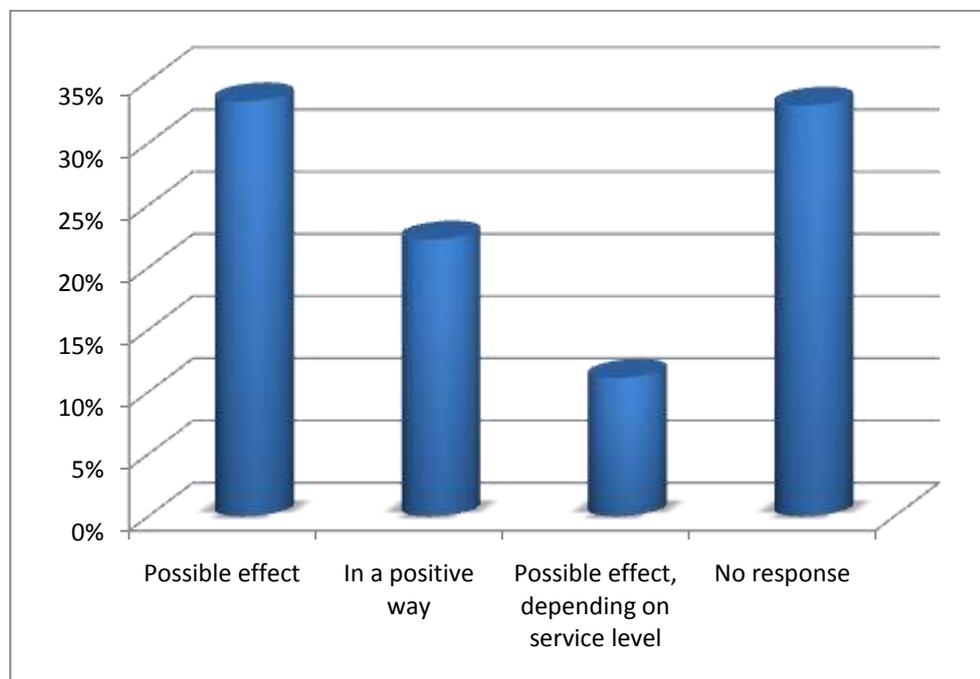


Figure 22: How would such a free service impact the development of the private market of traveller information in your country?

3.2.23. PROVISION OF FREE TRAVEL INFORMATION: LEGAL ISSUES

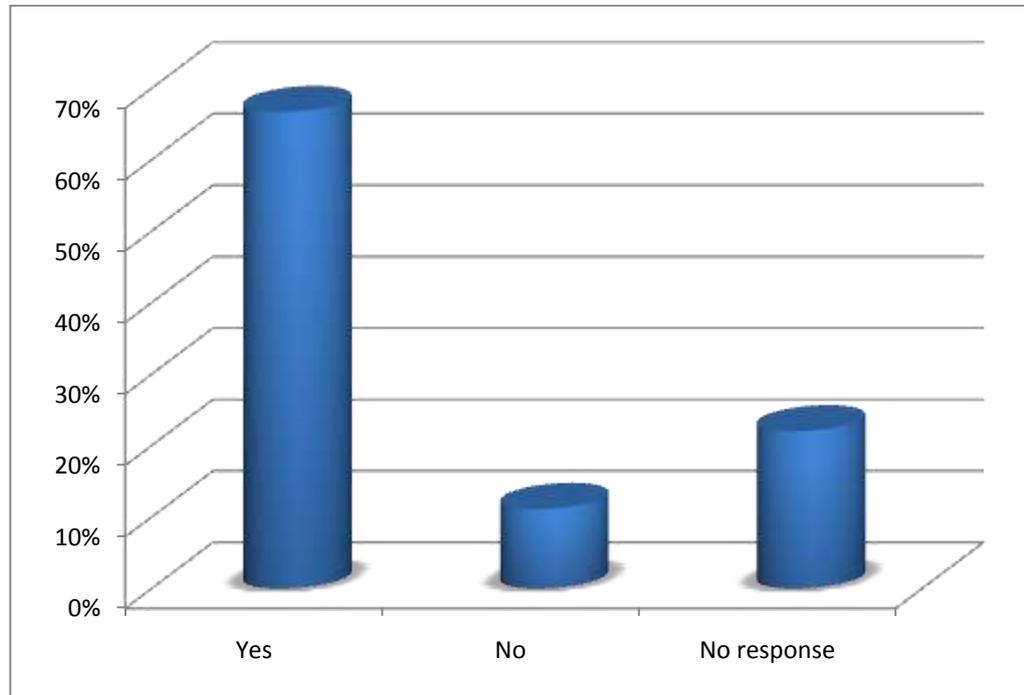


Figure 23: In the event that the EC would implement such a service, do you foresee legal issues or challenges?

3.3. Interviews with Private Stakeholders

The graphs enclosed in this section have been compiled using data from interviews with key players in the private sector:

- GTN,
- INRIX,
- Navigon,
- TomTom,
- MediaMobile
- ViaMichelin

3.3.1. SAFETY AND PAN-EUROPEAN TRAVEL INFORMATION SERVICE

The EC is considering the implementation of pan-European traveller information services that will provide safety related information (accidents, unplanned road and lane closures, dangerous weather and road conditions, etc.) in a uniform format to motorists throughout all EU member states. Such a service would be language-independent and free of charge to the motorists.

Will such a service contribute to safer driving?

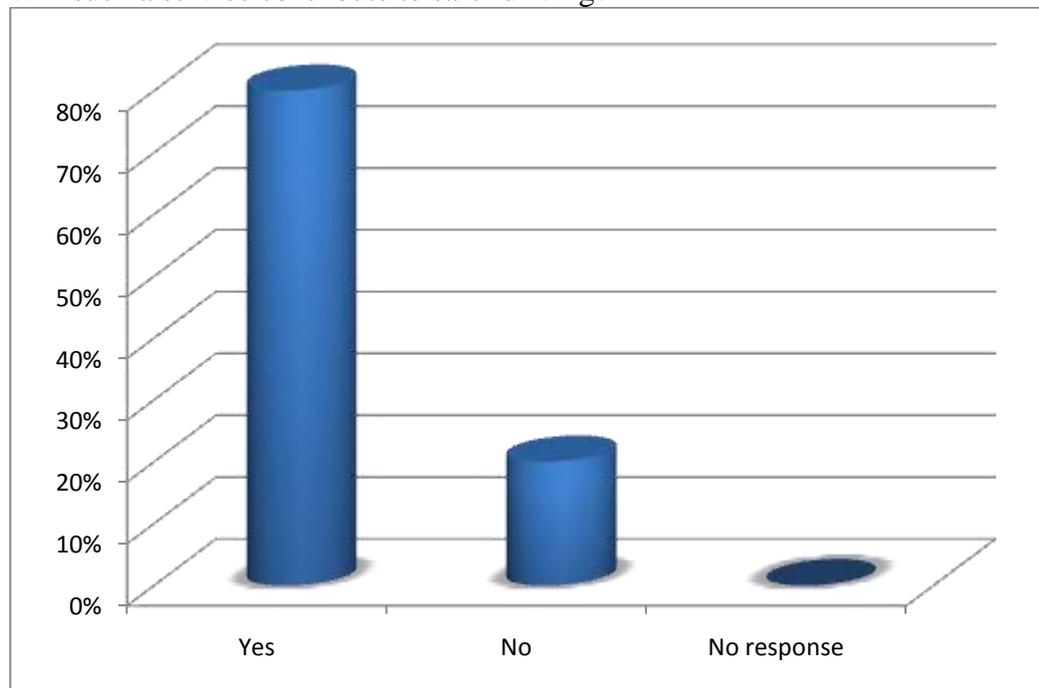


Figure 24: Would a pan-European traveller information service contribute to safer driving?

3.3.2. IMPACT ON BUSINESS

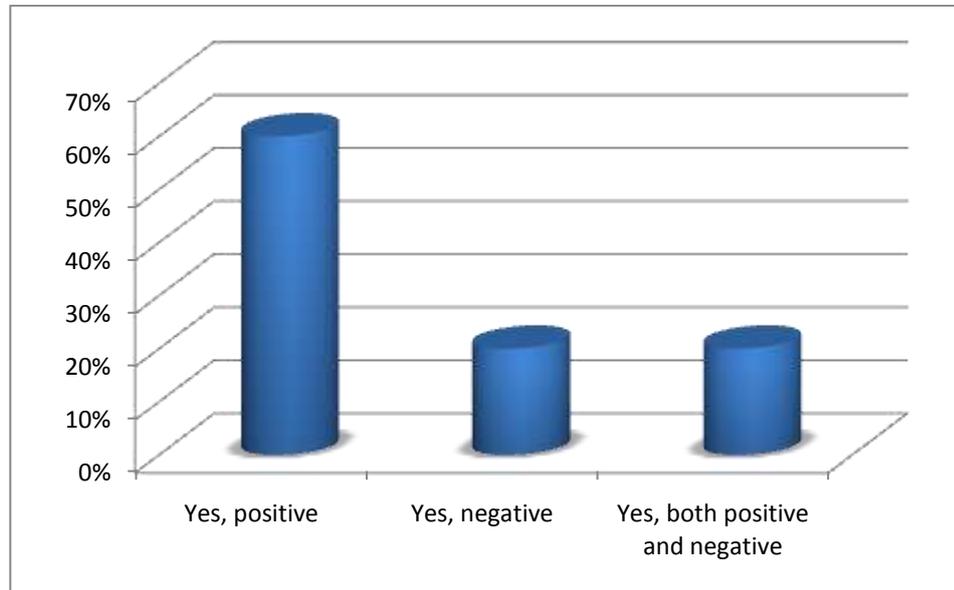


Figure 25: Could such a service affect your business?

3.3.3. WILLINGNESS TO CONTRIBUTE TO SERVICES

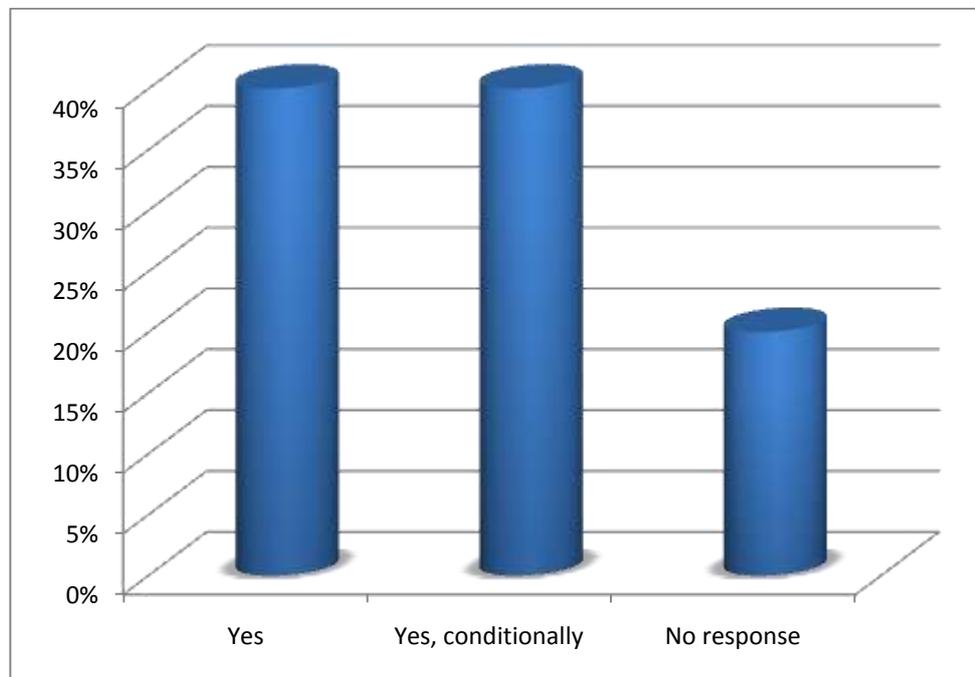


Figure 26: Would you be willing to contribute to the implementation of such a service?

3.3.4. WILLINGNESS TO PROVIDE FREE SERVICES

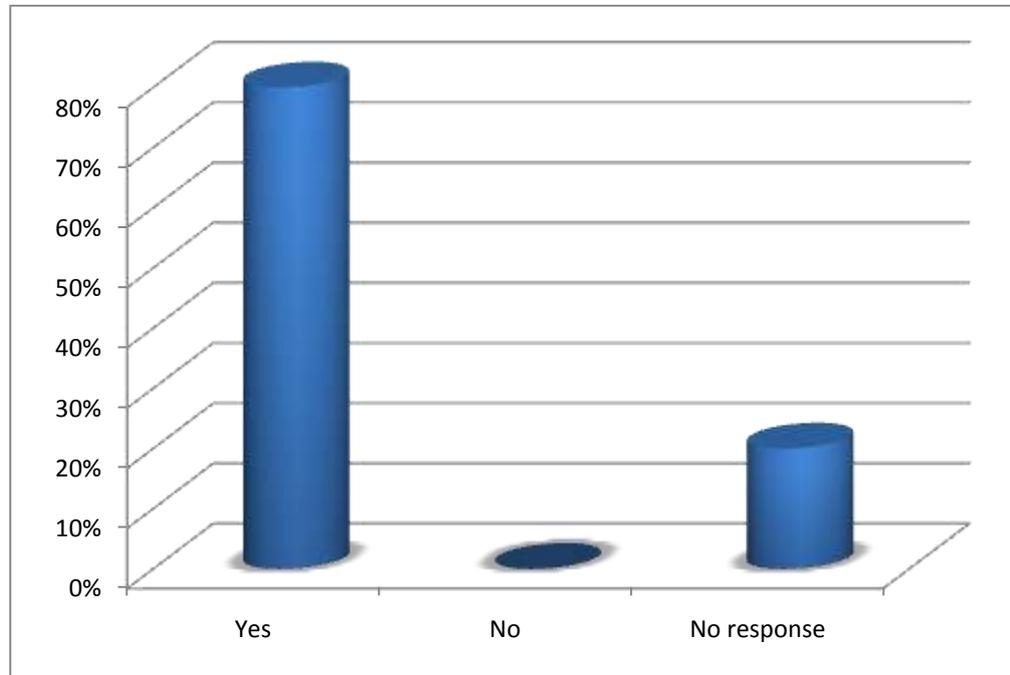


Figure 27: Would you be willing to provide the service for free to your customers?

3.4. Web Based Consultation

The web consultation resulted in a response of 18 public, 7 private, and 5 non-profit organisations.

Figure 28 Geographical coverage of the Web Consultation Figure 28 illustrates the country of origin of the respondents and Table 1 provides a breakdown of the numbers of respondents by county and organisation type



Figure 28 Geographical coverage of the Web Consultation

Country	Public Sector	Private Sector	Non-Profit
Austria	3		
Belgium	2	1	1
Germany	4	3	1
Greece			1
Ireland	1		
Italy	1		1
Netherlands	1	1	
Norway	3		
Spain		2	
Sweden	1		1
Switzerland	1		
United Kingdom	1		

Table 1 Analysis of Respondents

The graphs enclosed in this section have been compiled using data from the web consultation.

3.4.1. ACCESS TO TRAFFIC AND TRAVEL DATA: DEPLOYMENT OF ITS

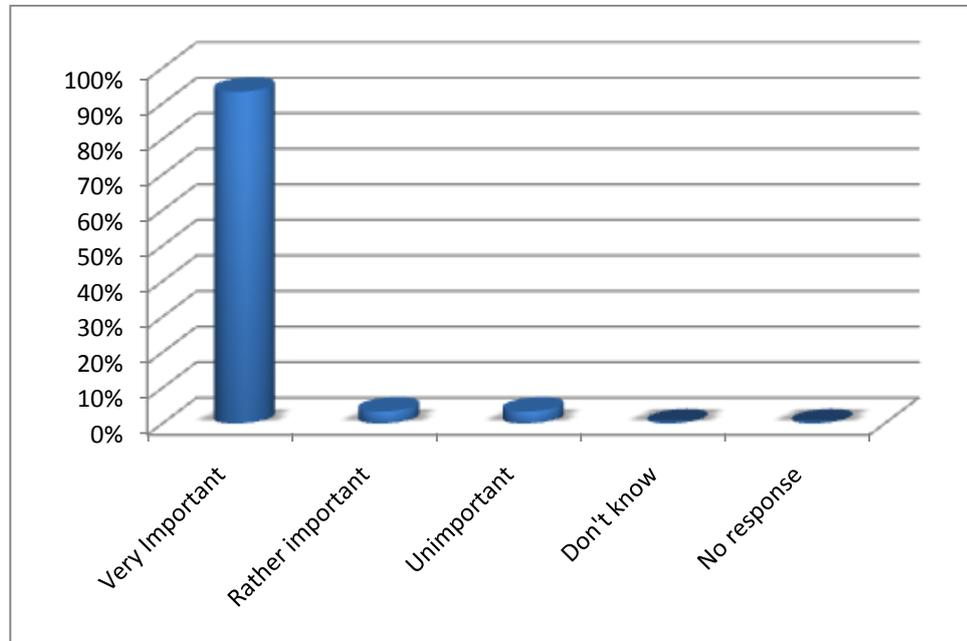


Figure 29: How important do you consider the issue of a fair and transparent access to traffic and travel data for the deployment of ITS applications?

3.4.2. INTEGRATION OF TRAFFIC AND TRAVEL DATA

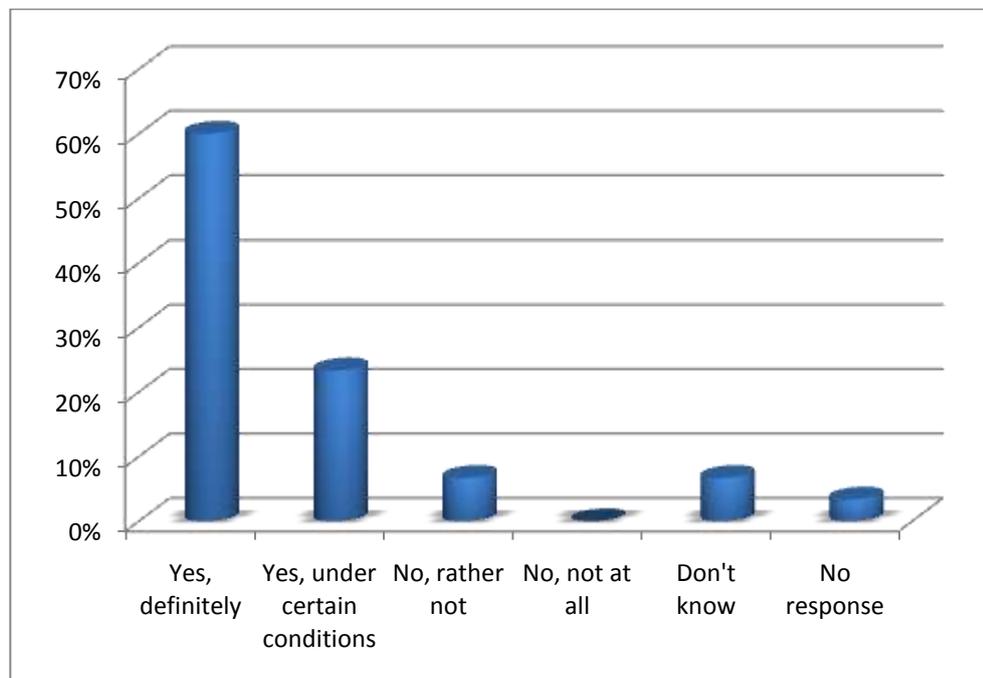


Figure 30: Is data exchange contributing to better integration of urban and inter-urban traffic and travel information?

3.4.3. SUPPORT FOR MULTI-MODEL TRAFFIC AND TRAVEL INFORMATION

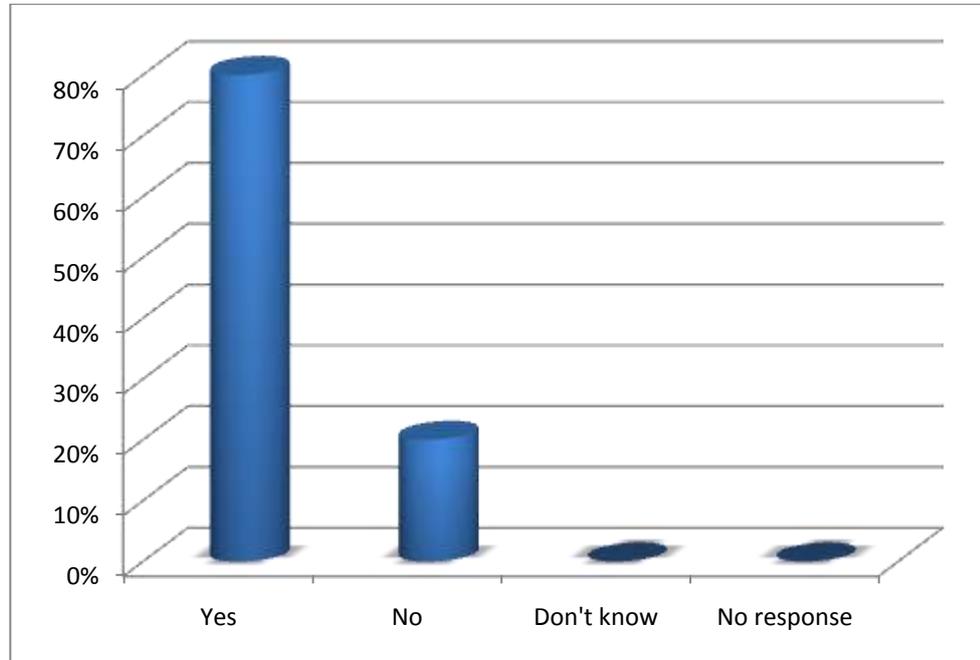


Figure 31: Is there cooperation to provide multi-modal traffic and travel information (e.g. between road and public transport)?

3.4.4. USE OF PRIVATE DATA SOURCES

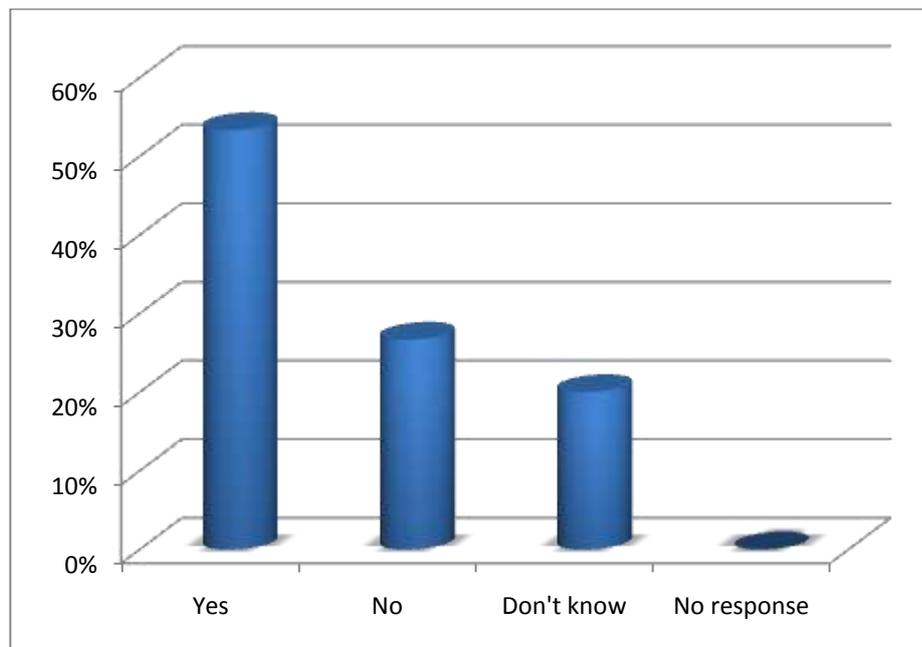


Figure 32: Are there any information services using Floating Car Data (FCD), Floating Phone Data (FPD) or other private data, e.g. from fleet management?

3.4.5. MECHANISMS TO GUARANTEE ACCESS TO PUBLIC DATA

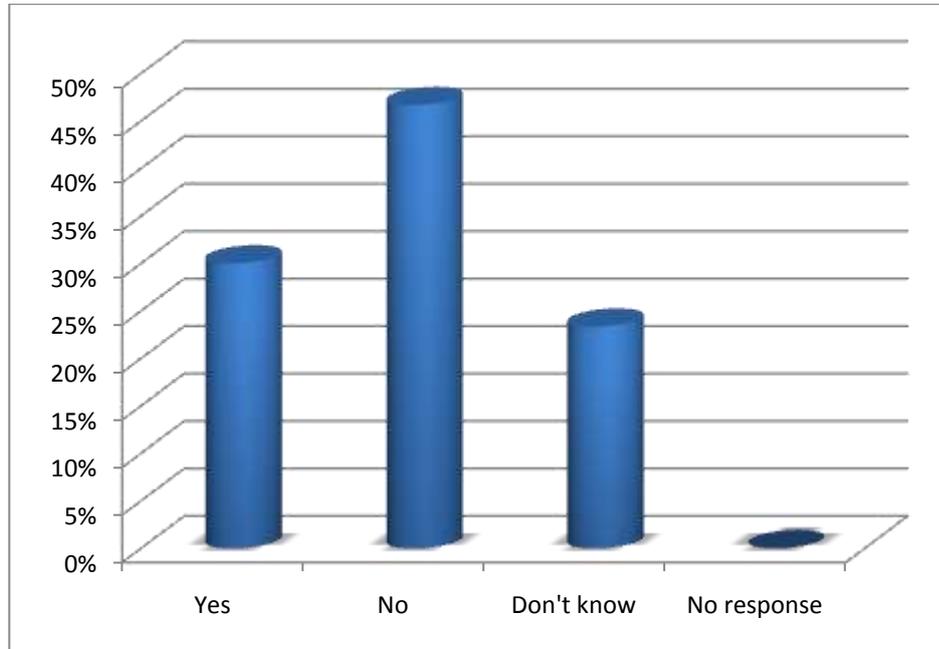


Figure 33: Are there any national laws or regulations which guarantee a fair and transparent access to public data for all service providers (both public and private)?

3.4.5.1. APPLICABILITY OF REGULATIONS/LEGISLATION: ROAD OPERATORS

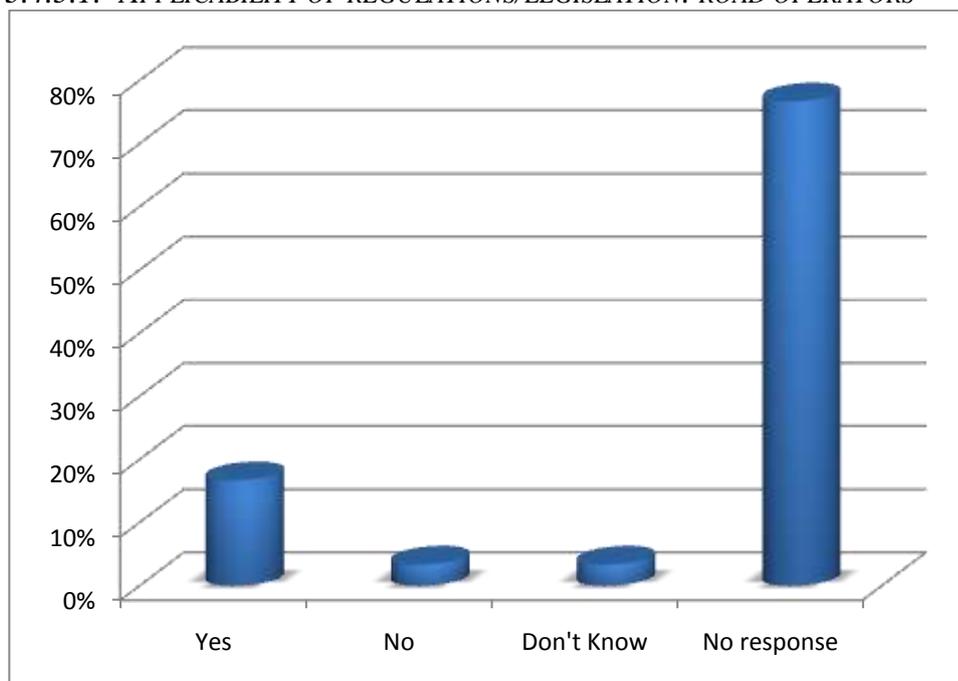


Figure 34: Are these provisions applicable to road operators?

3.4.5.2. APPLICABILITY OF REGULATIONS/LEGISLATION: TRAFFIC MANAGEMENT

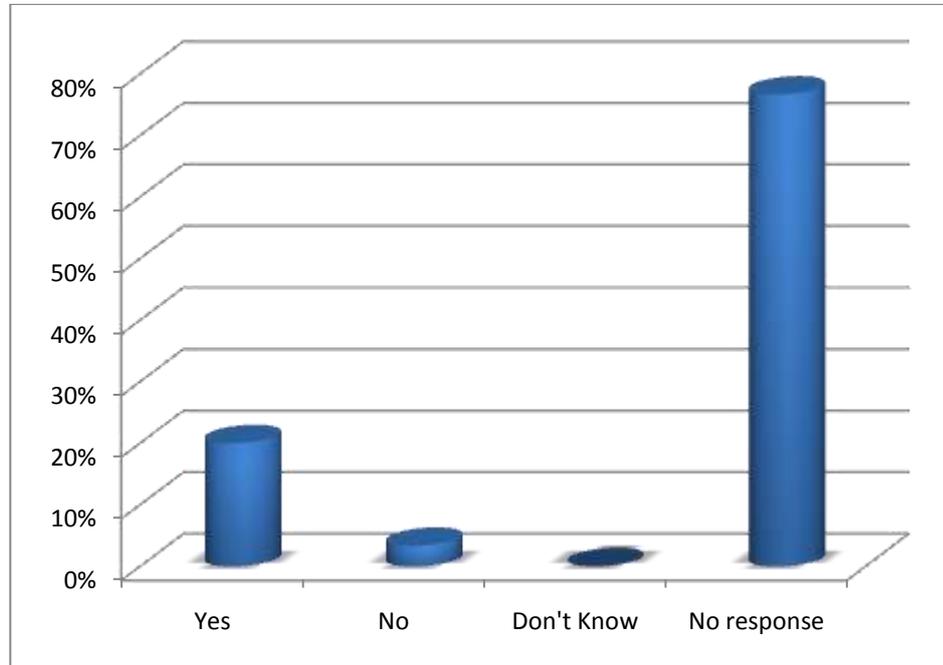


Figure 35: Are these provisions applicable to traffic management?

3.4.5.3. APPLICABILITY OF REGULATIONS/LEGISLATION: PUBLIC TRANSPORT OPERATORS

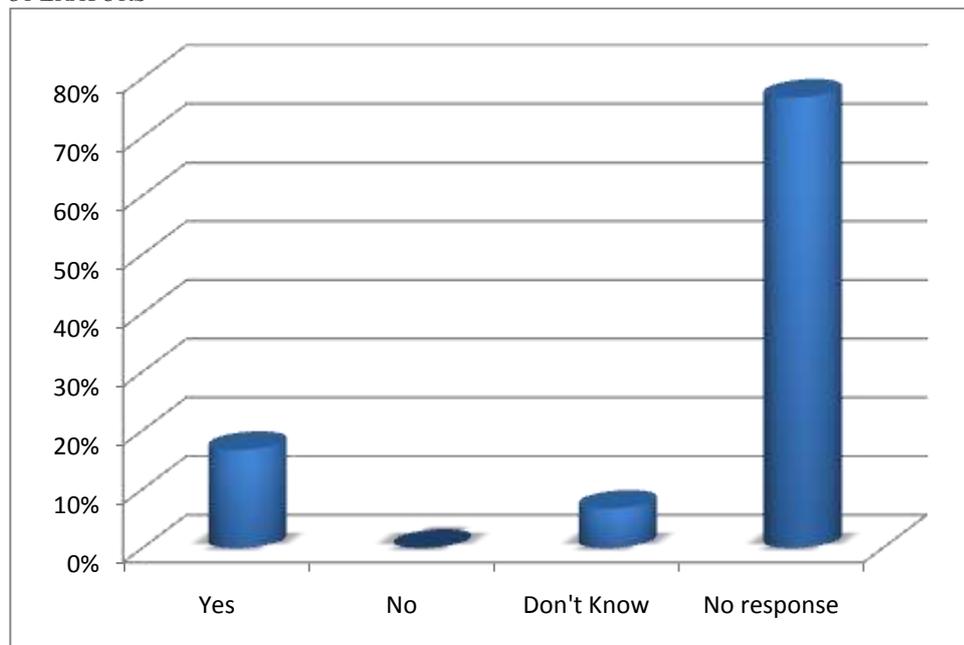


Figure 36: Are these provisions applicable to public transport operators?

3.4.5.4. *APPLICABILITY OF REGULATIONS/LEGISLATION: RAILWAY UNDERTAKINGS*

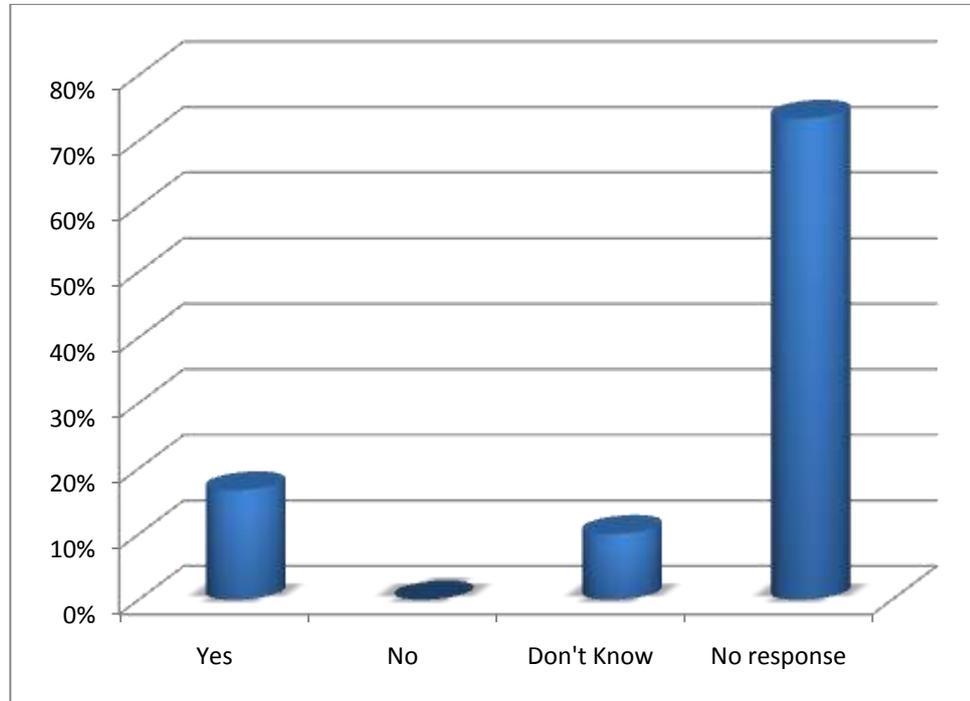


Figure 37: Are these provisions applicable to railway undertakings?

3.4.5.5. *APPLICABILITY OF REGULATIONS/LEGISLATION: OTHER*

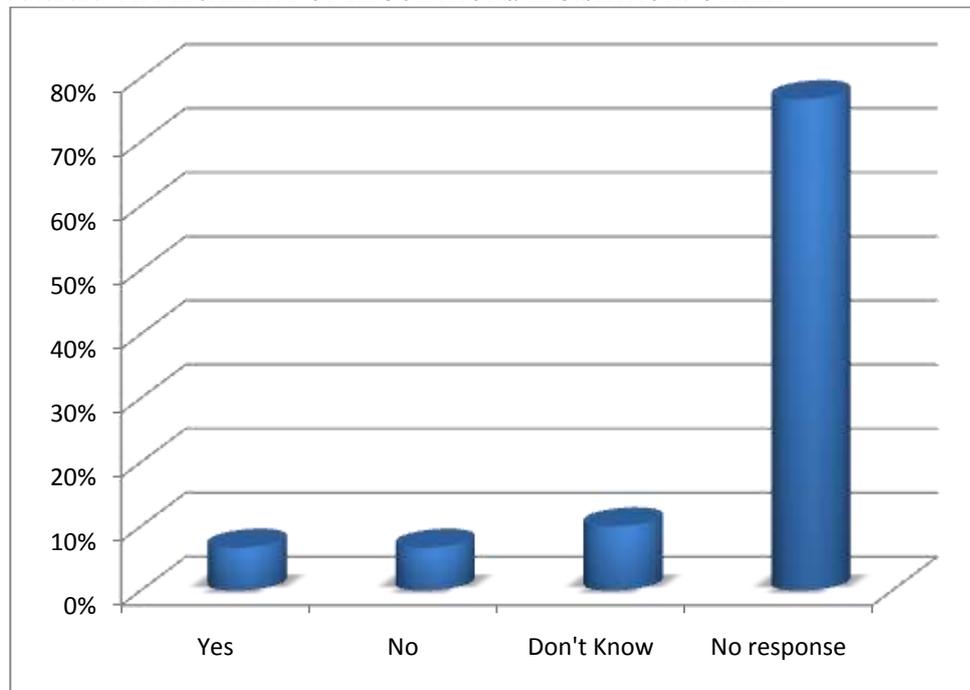


Figure 38: Are these provisions applicable to any other public stakeholders?

3.4.6. MECHANISMS TO ACCESS PRIVATE DATA

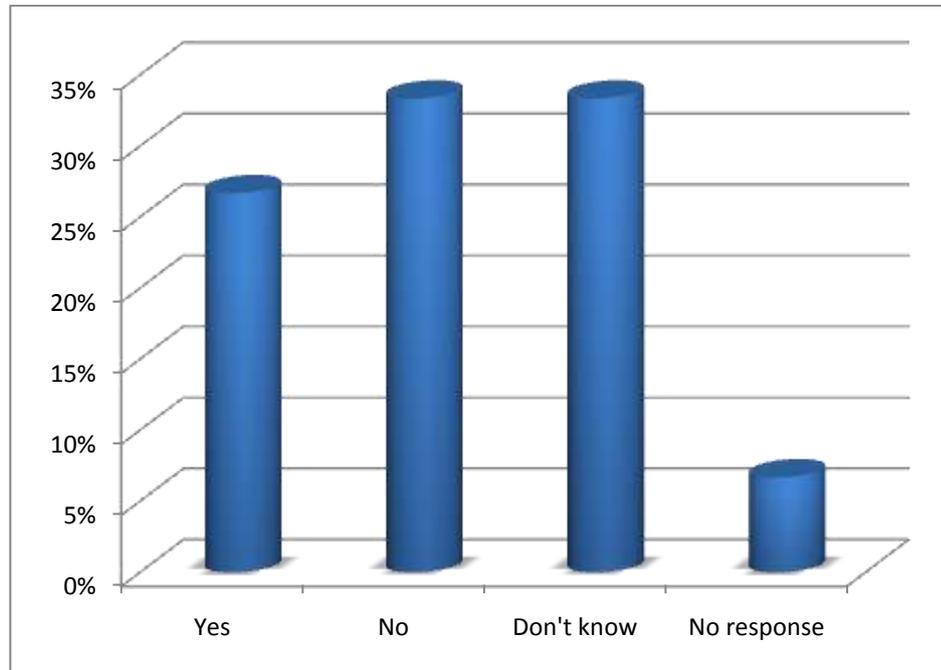


Figure 39: Is there any access to privately owned data for public authorities, e.g. for reasons of road safety?

3.4.7. IMPACT OF COOPERATION ON DATA QUALITY

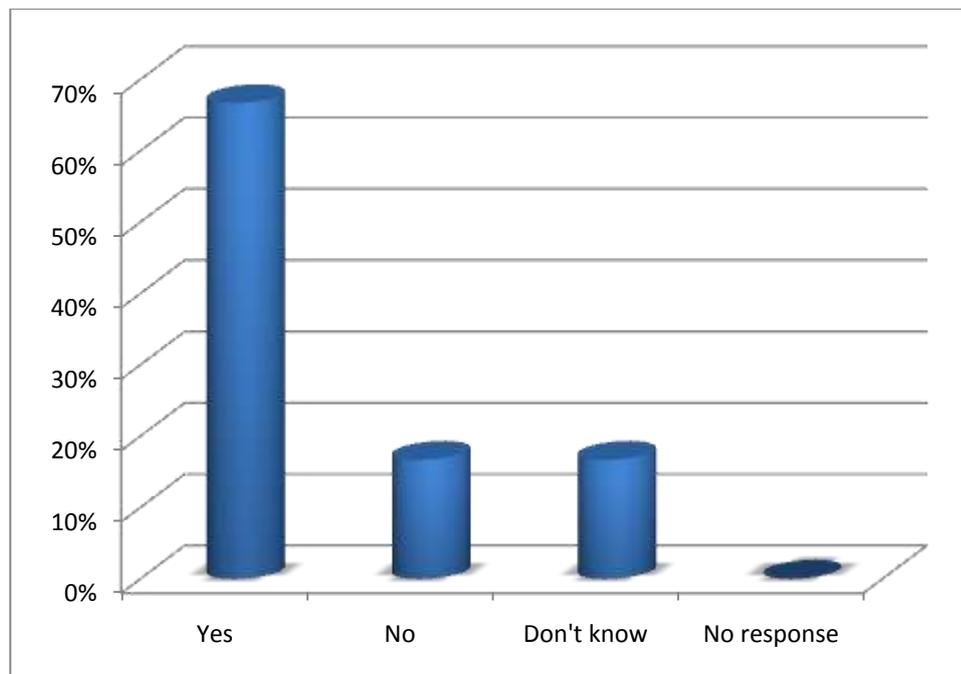


Figure 40: Does cooperation on data exchange increase the data quality?

3.4.8. INITIATIVES TO PROCESS AND DISTRIBUTE TRAFFIC AND TRAVEL DATA

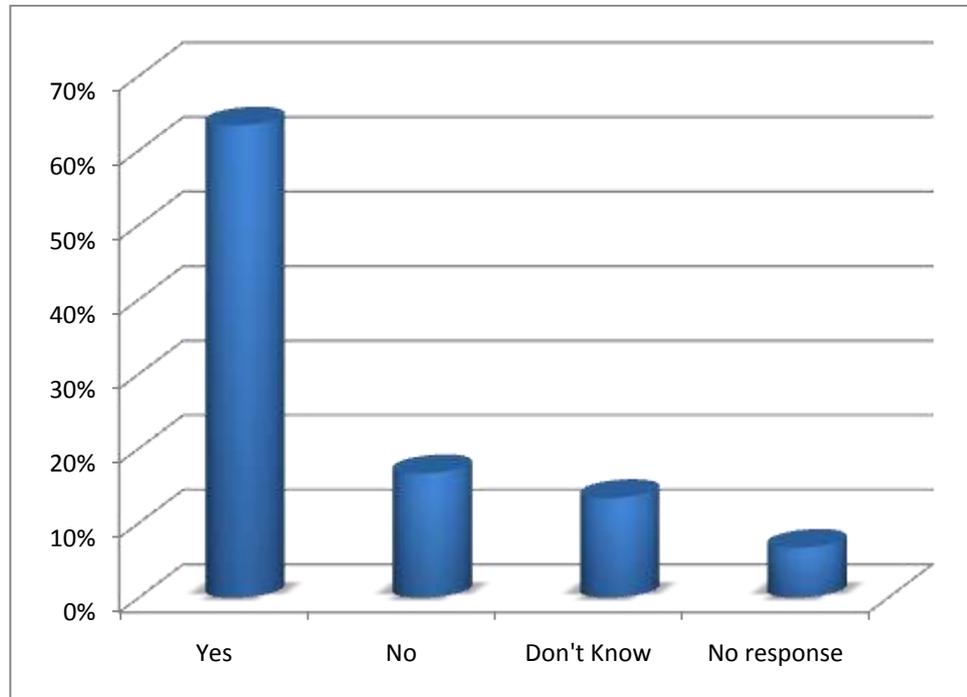


Figure 41: Are there any initiatives or proposals in your country to (re-) organise the collection, processing and distribution of traffic and travel data?

3.4.9. DEFINITION OF SAFETY RELATED DATA

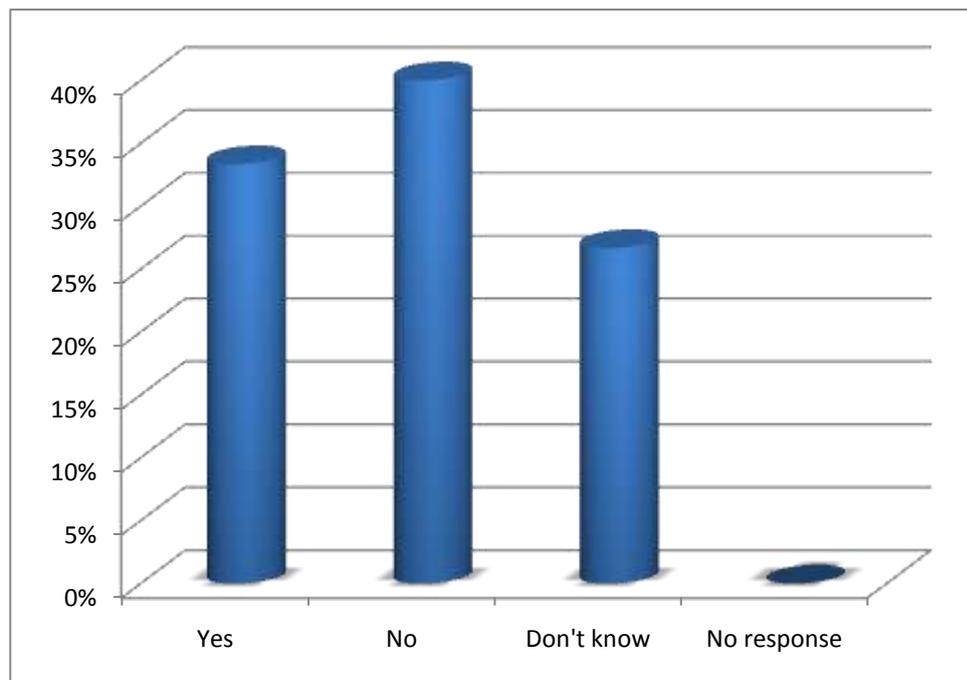


Figure 42: Do you know of any definition for 'safety related' traffic information?

3.4.10. DESIRABILITY OF FREE SAFETY RELATED DATA

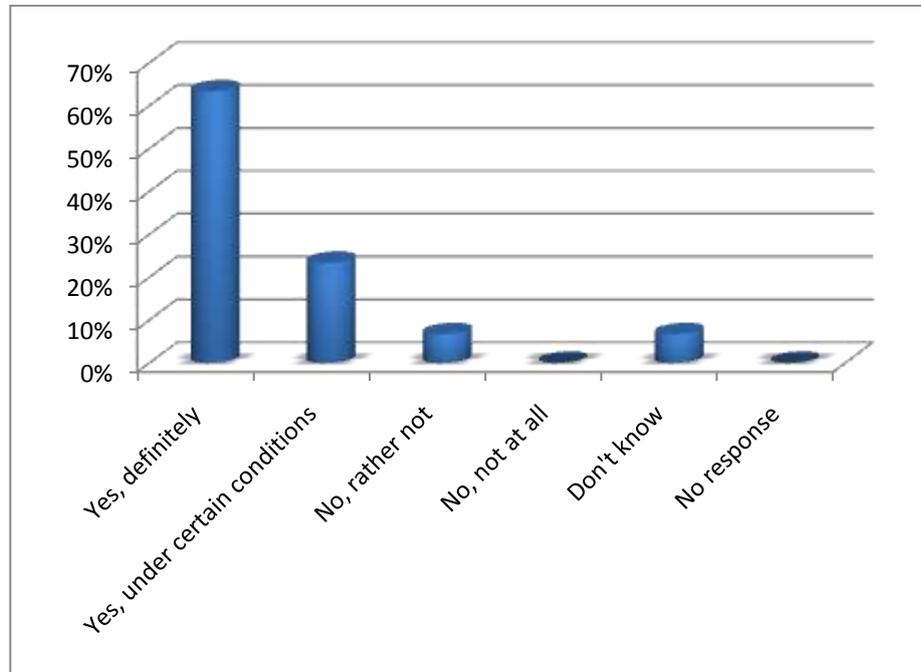


Figure 43: A minimum of safety related traffic information free-of-charge to the user - would this, from your perspective, be desirable?

3.4.11. FREE SAFETY RELATED DATA: LEGAL ISSUES

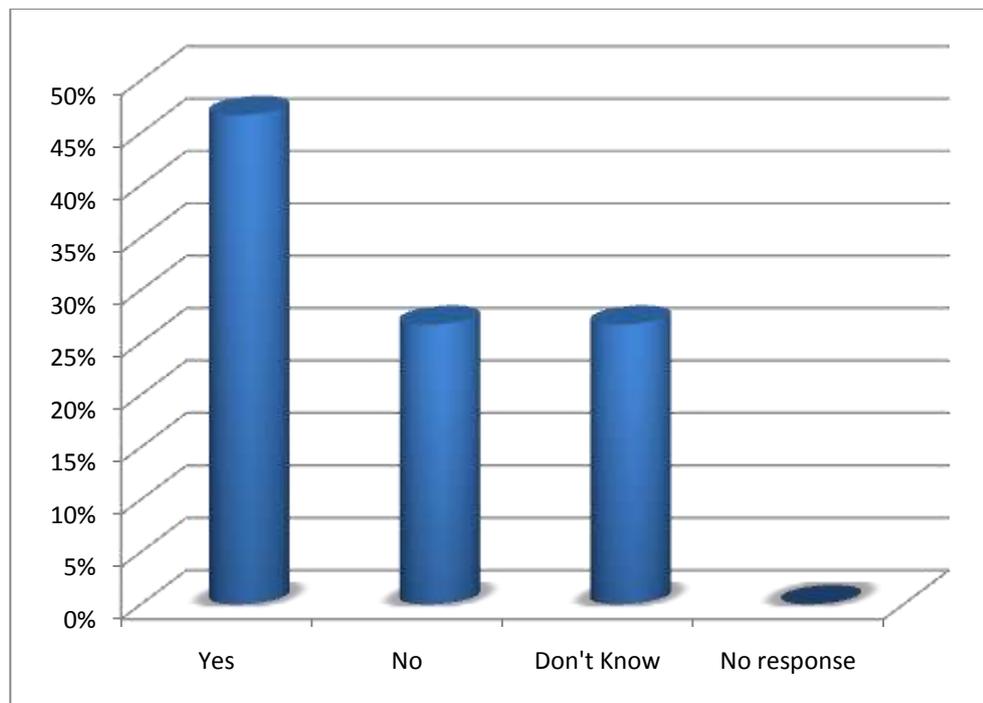
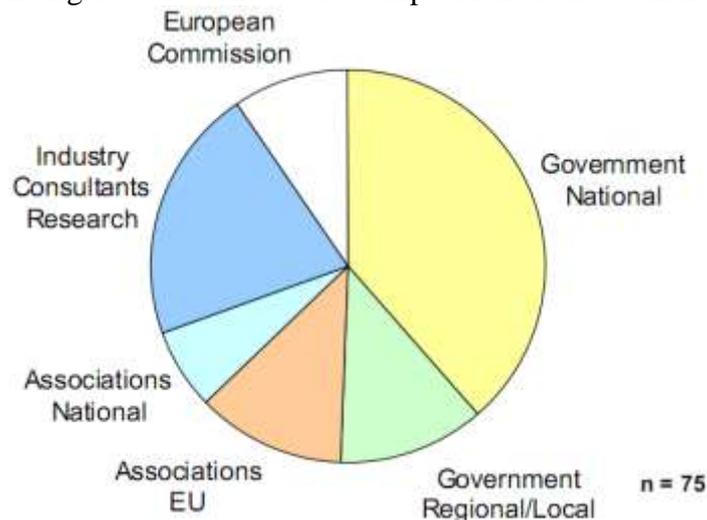


Figure 44: If the European Union would foresee such a service, do you expect legal issues or challenges?

3.5. Stakeholder Workshop

3.5.1. ATTENDEES

The figure below shows the composition of the workshop attendees.



3.5.2. PRESENTATION SUMMARIES

Welcome Address - Magda Kopczynska, DG MOVE

In her introduction Magda insisted on the importance of travel information for users to make choices, on the increasing demand for European services and the development of private market.

Eventually Magda Kopczynska called to mind the physical scope (the Trans European Network) as well as the major objectives of European Commission: continuity of service, road safety, use of public data and market development.

Traffic and travel Information: the European Agenda – Guido Muller, DG MOVE

In his presentation Guido Müller called to mind the definition of Traffic and Travel Information Services, the major issues and the role and objectives associated to the ITS Action Plan. He shortly presented the study from which first results have been extracted to be presented during the workshop.

The Dutch Model for Traffic Information – Marja van Strien, National Data Warehouse

Presentation concerns the Dutch National Data Warehouse, its objectives, characteristics, functioning principles and participants. A set of results is also presented.

Multimodal Information for the Traveller – Nick Illsley, Transport Direct

The presentation introduces Transport Direct website, the reasons for its setting up, its areas of influence, major outcomes, and users. Next challenges in the technical, role models and data areas are also presented.

During the subsequent question and answers session the following questions were raised and discussed:

- How could the “negative influence” of commercial initiatives such as Google transit be avoided?
- Cost of trip is important while taking a decision, should this be included in traveller information services
- How can commercially collected data such as floating car data be integrated into Traffic Management systems, what issues will need to be addressed?
- Is a centralised approach for data flows the best approach for traveller information or should harmonised access to multiple sources be considered?
- What can be learnt from the case studies presented? How could these experiences be extended at European level?
- In the frame of the ITS Directive, the development of specifications will call for a large work plan. What is the schedule? Who will take care of it?
- The real agenda for urban areas is to get people out of their car, is a high quality traffic information service the best investment? Do we want to give impartial information on cost and CO₂?
- Regarding accuracy, what are the consequences if data is reported to be wrong?
- How can we encourage travellers to make better use of the information that is available to them to make better choices?

3.5.3. WORKING SESSION 1: ACCESS TO TRAFFIC AND TRAVEL DATA

Key subjects addressed in the presentation were the findings of the State of the Art review of the status of access to data in Member States, and a first analysis of the best practices to be considered in the next stages of the study.

During the Question and Answer session the key issues that were raised were:-

- Maintenance and updates of location tables for referencing information
- Clarity on the distinction between data and information
- How to catalogue the availability of Data at both European and National levels
- Privacy issues
- The potential impact of the PSI Directive
- Access to accurate OD information from Private Providers
- What is the rationale for including this in the ITS Directive
- What will be the anticipated roles models and organisation setup

3.5.4. WORKING SESSION 2: FREE MINIMUM TRAFFIC INFORMATION

During the Question and Answer session the key issues raised were:-

- Is there an existing definition which could be used?
- How should safety related messages be coordinated across multiple dissemination channels?
- What will be the responsibilities of Service Providers?
- How should information about abnormal situations be collated and analysed?
- Does a minimum content translate in to a minimum requirement for a minimum media?
- How can a minimum message be made universally understandable?
- If there is an obligation for private stakeholders to provide a minimum set of information, who will support the cost?
- How will the minimum data translate into a minimum service?
- What are the liability issues relating to the accuracy of information?
- How will the minimum data be disseminated via existing standardised channels such as RDS TMC and TPEG?
- How will the impact on legacy and deployed systems be minimised?

4. Synthesis of Stakeholder Consultation

4.1. Interviews with Public and Private Sector Stakeholders

Both private sector and public sector agree that providing safety related information to motorists is a good initiative, but must be defined within strict limits so that local markets can adapt to the change.

Private sector companies indicate that incident information – whether safety related or not- is relevant but will become a commodity service in the near future. The real value is in real-time and predictive traffic information that allows efficient route planning by navigation solution providers.

Some concerns were expressed about how a national model (where private sector supports in the dissemination activities nationally) can translate advantageously into a European context. Competition issues may well arise between national and global operators within a specific country, rather than between the public and private sector in that country.

Consumers of travel information have only in very specific areas been willing to pay for such information which they tend to look upon as a public service. A free minimum service may have a negative impact on the commercial opportunities in the traffic information market, but if safety related information is provided for free, this could also create new demand for sale of handheld and navigation devices. The advent of location based services means that such information is often needed as part of a bigger service bundle, and also enhances the opportunity for context specific advertising.

If the European Commission was to introduce competitive models in order to help pay for the cost the service (for example advertising revenues associated with the dissemination), then this would create significant alarm.

4.2. Web Consultation

There was strong consensus between the respondents

- that there should be fair and transparent access to traffic and travel data for ITS applications
- that data exchange is contributing to better integration between inter-urban and urban traffic and travel information
- that cooperation of data exchange improved the quality of data and derived information

-
- that there should be a minimum level of safety related traffic information free of charge to the end user
 - that there is cooperation to provide multi-modal traffic and travel information at national levels

About half of the respondents

- were aware that data from private sources is being used for information services
- were aware of national initiatives to organise the collection, processing and distribution of traffic and travel information
- expected there to be legal issues or challenges to be addressed with the introduction of a minimum safety related traffic information service which would be free of charge to end users

A third or less of the respondents

- thought that there were national laws which guarantee access to public data
- thought that private data was made accessible to public authorities
- were aware of a definition of ‘safety related’ traffic information

4.3. Stakeholder Workshop

The discussions at the workshop underlined the fact that organisational aspects are fundamental, and specifications could be a solution to address them, especially regarding the increasing involvement of private sector.

Examples of concrete realisations, such as the Dutch National Data Warehouse, prove that business cases do exist. It would appear that efficiency is key, and re-use of data is a sustainable solution.

The question of national versus European perspective should be solved through the adoption of 100% end-user oriented solutions.

The grey zone concerns the path to bring simplicity and safety to users. The discussions in the workshop would tend to demonstrate that solutions should be interoperable and should ensure service continuity.

Agreement on the information presented to Users will be the building block for the specifications. Specifications will only be developed through the active participation of Member States and public and private stakeholders.

4.4. Conclusions from the all stakeholder consultation

Feedback from stakeholders was gained using three methods:

- Stakeholder interviews (both public and private sector)
- EC consultation (by way of a web-questionnaire posted on the DGMOVE website)
- A stakeholder workshop

The sum of this feedback has resulted in the concluding points as described by sections 4.4.1, 4.4.2, and 4.4.3.

4.4.1. GUARANTEED ACCESS TO TRAFFIC AND TRAVEL DATA:

The state of play varies significantly between member states; in terms of private and public roles in data collection, processing and distribution.

- Road data in general is collected by both public and in some cases private organisations. Private parties in general cover information dissemination.
- Dissemination of public transport information is split about equally between private parties and public authorities.

Disclosure of public data to private parties in general is arranged in various kinds of agreements.

Disclosure of private data to public and other private parties is less common, in general no laws are in place to guarantee access.

4.4.2. FREE UNIVERSAL TRAFFIC INFORMATION SERVICE

Public and private parties believe such a service will contribute to safer driving
There is broad support from both private and public parties to implement such a service

Private parties disagree on whether the effect of the introduction of such a service will affect their business in a positive or negative way.

4.4.3. SHAPING THE DEFINITION

As a result of the stakeholder consultation exercises, the following definitions have been developed:

'Free' – but only to the end user, so has a local business case already been proven for the collection and distribution of such data

'Minimum' – Bottom up approach (minimum currently available) or top down approach (minimum required which all must aspire)

'Safety Related' – Beyond constraints of the legal baseline, consider

definitions already encoded in existing protocols

'Information' - is it data (which can be later processed), or information (prepared with the traveller in mind)

Appendix A. Stakeholder Interview Questions (both public and private sector)

Guaranteed access to data

1/ Is there already in your country a private-public co-operation in data exchange to improve traffic and travel information?

2/ Do national laws, regulations or other rules guarantee a fair and transparent access to public data for all service providers (both public bodies and private services)? Yes/no

If yes, may you provide this text or a link by which this text can be downloaded from a website?

If no, what are the practical barriers to data sharing, for example contractual or technical issues?

What are their justification?

2b What aspects of the regulations mentioned above could be improved, in order to remove barriers to exchange?

2c What standards are applied to facilitate these data exchange?

3/ Are these provisions applicable to road operators and traffic management?

4/ Are these provisions applicable also to public transport operators and railways companies?

NB. In this part, 'public service operator' means any public or private undertaking or group of such undertakings which operates public passenger transport services.

5/ Can you confirm that this co-operation increases data quality? If not can you explain for what reason?

Data exchange between road management, urban road network operator and public transport operators may improve multi-modal co-operation in order to deliver multi-modal information to travellers and commuters.

If they exist, what types of organisations are involved in such services?

Traffic data exchange and multimodal services: are they contributing to sewing urban areas with motorways and road network?

6/ What similar method can encourage cross-border data exchange ensuring the travellers to benefit of the same level of service when he quits his country to another member state?

7/ Are there private services(s) using Floating Car Data (FCD) or other private data (for example from fleet management or tracing the mobile phone)?

7a What organisations are involved in such services?

7b Is there available access to privately owned data allowing public authorities to improve road safety and if yes, under which conditions?

8/ The scope of the ITS Action Plan is the trans-European Road Network, and “the interfaces with urban networks and other transport modes, especially public transport”.

8a Can you please outline the extent of travel information provided by major transport operators (railways, coaches, bus, tram, metro), and parking concessionaires (P+R, urban car parks, ...)?

8b Can you provide us with the name, organisation, telephone number and email address of contact persons in the key stakeholders you have identified above?

9/ Overview of initiatives and proposals in this domain

9a Are there initiatives or proposals in your country underway to (re-)organise the collection, processing and distribution of traffic and travel information?

9b If so, please describe the nature and scope of these initiatives and indicate the timescales for actual or possible implementation?

10/ Details on Regulatory frameworks

10a What is the definition of ‘public data’ in your country, in terms of data held by public bodies or entities in charge of a mission of public service?

10b Are there any rules governing how such data is stored, for how long, and how it is made available if requested by a private entity?

10c What are the statutory and legislative motivators for provision of traffic information to the general public? Please consider both traffic management regulations and for example national security or contingency planning issues?

Free universal service

11/ The EC is considering the implementation of pan-European traffic information service for all travellers, making available a ‘minimum level of universal information’.

Such a service would be language-independent and free of charge to the motorists. Content may include certain elements of safety related information (accidents, unplanned road and lane closures, dangerous weather and road conditions, etc.).

11a. Is such a service, from your perspective, desirable?

11b. In what way would such a service affect your national policy with regards to traveller information services if it develops a suitable organisational model in every member state?

11c. How would such a free service impact the development of the private market of traveller information services in your country?

11d. In the event that the EC would implement such a service, do you foresee legal issues or challenges? If so, please describe.

Appendix B. Questionnaire Stakeholder Organisations

Country	Organisation
Austria	Bundesministerium für verkehr, Innovation und Technologie ASFINAG Austriatech
Belgium	Région Wallone-Ministère de l'Equipement et des transports
Czech Republic	Ministry of transport
Denmark	Ministry of transport and Energy, Road Directorate
Finland	DESTIA
France	Navteq Autoroutes Trafic V Trafic
Germany	Bundesministerium für Verkehr, BAST ADAC PTV
Italy	Ministère des infrastructures et des transports Autostrade // per l'Italia S.p.A. Sinelec S.p.A. SINA
Netherlands	Rijkswaterstaat ANWB/TMC4U VID VIALIS
Slovenia	Ministère
Spain	Subdirector General de Gestión del Tráfico y Movilidad Ministère de l'intérieur
Sweden	Swedish Road Administration (Vägverket)
Switzerland	OFROU VIASUISSE
United Kingdom	Highways Agency Department for Transport Traffic Master IT IS Traffic link
European Organisations	TISA PTV Navteq

Appendix C. EC consultation web-questionnaire

Access to traffic and travel data and free provision of universal traffic information

*** Stakeholder Consultations ***

Objective

The objective of this **consultation** is to collect information across the EU with regard to the following issues of traffic and travel information to support an on-going study on this subject:

(1) Traffic and travel data availability and access, co-operation and data exchange between public and private sector

(2) Definition of safety related traffic information and provision of free universal traffic information

It is planned to present the outcome of this consultation at a workshop, which will be held in Brussels on 21 June 2010.

Target Groups

This consultation is targeted to specialists from national, regional and local (road and public transport) authorities, public and private service providers, public transport operators and other stakeholders handling travel and traffic data and information. We do not seek answers from the general public.

Background

On 16 December 2008 the European Commission adopted the **Action Plan for the Deployment of Intelligent Transport Systems (ITS)** (COM(2008) 886) for road transport and its interfaces with other modes. The aim of the Action Plan is to accelerate and coordinate the deployment of ITS applications.

One of its areas is dealing with the **optimal use of road, travel and traffic data**. This action aims at fostering the development of **Europe-wide real-time traffic and travel information services**. An important issue is the definition of the roles of the public and private sector and rules for co-operation especially when it comes to data exchange, content and service provision.

Specific **objectives** are:

Access to Data

ensure a fair and transparent access to public traffic and travel related data
make private safety-related, traffic data available to public authorities
promote public-private co-operation to improve traffic and travel information
increase data quality and improve multi-modal co-operation

encourage (cross-border) data exchange

Free Universal Minimum Service

ensure free minimum traffic services for all travellers

harmonise a Europe-wide free minimum service

develop suitable organisational models

Access to traffic and travel data

1. How important do you consider the issue of a **fair and transparent access** to traffic and travel data for the deployment of ITS applications?

<input type="checkbox"/> very important	<input type="checkbox"/> rather important	<input type="checkbox"/> unimportant	<input type="checkbox"/> don't know
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2. How is **public-private co-operation on data exchange** for traffic and travel information in your country?

3. Are there any **standards** being applied to facilitate the data exchange?

4. Is data exchange contributing to better **integration of urban and inter-urban traffic and travel information**?

<input type="checkbox"/> yes, definitely	<input type="checkbox"/> yes, under certain conditions	<input type="checkbox"/> no, rather not	<input type="checkbox"/> no, not at all	<input type="checkbox"/> don't know
--	--	---	---	-------------------------------------

5. Is there **co-operation to provide multi-modal traffic and travel information** (e.g. between road and public transport)?

<input type="checkbox"/> yes	<input type="checkbox"/> no	<input type="checkbox"/> don't know
------------------------------	-----------------------------	-------------------------------------

5a. If yes, what **types of organisations** are involved in such multi-modal services?

6. Are there any information services using **Floating Car Data (FCD), Floating Phone Data (FPD) or other private data**, e.g. from fleet management?

<input type="checkbox"/> yes	<input type="checkbox"/> no	<input type="checkbox"/> don't know
------------------------------	-----------------------------	-------------------------------------

6a. If yes, please give more information on the kind of services and which organisations are involved?

7. What is the **definition of 'public data'** in your country, in terms of data held by public bodies or entities in charge of a public service?

8. Are there any **national laws or regulations** which guarantee a fair and transparent **access to public data** for all service providers (both public and private)?

<input type="checkbox"/> yes	<input type="checkbox"/> no	<input type="checkbox"/> don't know
------------------------------	-----------------------------	-------------------------------------

8a. If, yes: What is their justification? Please provide the text or a link to where this text can be downloaded from a website?

8b. Are these provisions applicable to

road operators?	<input type="checkbox"/> yes	<input type="checkbox"/> no	<input type="checkbox"/> don't know
traffic management?	<input type="checkbox"/> yes	<input type="checkbox"/> no	<input type="checkbox"/> don't know
public transport operators? ²	<input type="checkbox"/> yes	<input type="checkbox"/> no	<input type="checkbox"/> don't know
railway companies?	<input type="checkbox"/> yes	<input type="checkbox"/> no	<input type="checkbox"/> don't know
any other public stakeholders?	<input type="checkbox"/> yes	<input type="checkbox"/> no	<input type="checkbox"/> don't know

8c. Are there any aspects of these regulations which could be improved to remove barriers to exchange?

² i.e. any public or private undertaking which operates public passenger transport services

9. Is there any **access to privately owned data** for public authorities, e.g. for reasons of road safety?

<input type="checkbox"/> yes	<input type="checkbox"/> no	<input type="checkbox"/> don't know
------------------------------	-----------------------------	-------------------------------------

9a. If yes, under which conditions?

10. Does co-operation on data exchange increase the **data quality**?

<input type="checkbox"/> yes	<input type="checkbox"/> no	<input type="checkbox"/> don't know
------------------------------	-----------------------------	-------------------------------------

10a. If yes, could you stat in which way?

11. Are there any **practical barriers to data sharing**, for example contractual or technical issues?

12. What could encourage **cross-border data exchange** to ensure the same level of service when crossing a national border?

13. Are there any **initiatives or proposals** in your country to (re-)organise the collection, processing and distribution of traffic and travel data?

<input type="checkbox"/> yes	<input type="checkbox"/> no	<input type="checkbox"/> don't know
------------------------------	-----------------------------	-------------------------------------

13a. If yes, please describe the nature and scope of these initiatives and indicate the timescales for (possible) implementation?

Free universal service

The European Commission is considering facilitating a minimum service of safety-related traffic information free of charge to the traveller. The scope of safety related information is under discussion. It may include accidents, "ghost drivers", unplanned road and lane closures, dangerous weather and road conditions etc.

1. Do you know of any definition for "safety related" traffic information?

<input type="checkbox"/> yes	<input type="checkbox"/> no	<input type="checkbox"/> don't know
------------------------------	-----------------------------	-------------------------------------

1a. If yes, please state it here including the source if available.

2. A minimum of safety-related traffic information free of charge to the user – would this, from your perspective, be desirable?

<input type="checkbox"/> yes, definitely	<input type="checkbox"/> yes, under certain conditions	<input type="checkbox"/> no, rather not	<input type="checkbox"/> no, not at all	<input type="checkbox"/> don't know
--	--	---	---	-------------------------------------

2a. If yes, under certain conditions ... what would be the relevant conditions?

3. In which way would such a service affect your own policy of traveller information services?

4. How would such a free service impact the development of the (private) market of traveller information services in your country?

5. If the European Union would foresee such a service, do you expect legal issues or challenges? If yes, please describe.

<input type="checkbox"/> yes	<input type="checkbox"/> no	<input type="checkbox"/> don't know
------------------------------	-----------------------------	-------------------------------------

Personal details

- ▶ Name:
- ▶ First name:
- ▶ Phone number:
- ▶ Email address:
- ▶ Organisation:
- ▶ Your function in the organisation:

-
- ▶ Status of the organisation: public non-profit private
- ▶ Role of your organisation in traffic and travel information:
- ▶ Country of residence/where your organisation is established?

Further comments and suggestions

Here is room for further comments and suggestions on the topic:

Appendix D. Workshop Agenda

10:30	Welcome Magda Kopczynska, European Commission, DG Mobility and Transport
EU wide Traffic and Travel Information	
10:40	Traffic and Travel Information: The European Agenda Guido Muller, European Commission, DG Mobility and Transport
11:00	The Dutch Model for Traffic Information Marja van Strien, National Data Warehouse for Traffic Information, The Netherlands
11:20	Multimodal Information for the Traveller Nick Illsley, Transport Direct
11:40	Discussion with all speakers and the audience
Working Session 1 - Access to Traffic and Travel Data	
13:30	Status of traffic and travel data access in Europe Overview based on first results of the ongoing study and consultation Philippe Ballet, Alain Bensoussan Avocats
14:00	Discussion
Working Session 2 - Free Minimum Traffic Information	
15:30	The concept of free safety-related information Overview based on first results of the ongoing study and consultation Nabil Abou-Rahme, Rapp Trans UK
16:00	Discussions
17:00	Conclusions Gzim Ocakoglu, European Commission, DG Mobility and Transport

Appendix E. Workshop Attendees

Name	Organisation
Mr Nabil ABOU-RAHME	Rapp Trans UK
Mr Michael AHERNE	National Transport Authority, Ireland
Mr Albano ARNES	General Directorate of Traffic, Spain
Mr Tonu ASANDI	Estonian Road Administration
Mr Philippe BALLEET	Alain Bensoussan Avocats
Mr Paul Marian BERGHIA	Ministry of Transport and Infrastructure, Romania
Mr Vincent BLERVAQUE	ERTICO
Mr Martin BOEHM	AustriaTech - ITS Deployment
Ms Eva BOETHIUS	European Commission, DG INFSO
Mr Jacques BOUSSUGE	ASFA - Association Professionnelle Autoroutes et Ouvrages Routiers
Mr Roy BRANNEN	Transport Scotland
Mr Alain BROES	Région Bruxelles Capitale
Mr James CAFFREY	Department of Transport, Ireland
Mr Charles CAPELLEMAN	ARC Europe SA
Mr Emilio CASTRILLEJO	European Commission, DG ENTR
Mr Ivar CHRISTIANSEN	Vegvesen - Norwegian Public Roads Administration (NPRA)
Mr Bruno CORBUCCI	Mobility Agency, City of Rome
Ms Myriam COULON CANTUER	European Commission, DG INFSO
Mr Florin DASCALU	National Road Administration Romania
Ms Nele DEDENE	Flemish government, Division Traffic Centre
Ms María Pilar DEL REAL SUAREZ	General Directorate of Traffic, Spain
Mr Reiner DÖLGER	Ministerium fuer Wirtschaft, Verkehr, Landwirtschaft und Weinbau Rheinland-Pfalz, DE
Mr Niv EDEN	Transportation Research Institute, Technion-Israel Institute of Technology
Mr Ake EGEMALM	Danish Road Directorate, Dept. of ITS
Mr Hans FIBY	Verkehrsverbund Ost-Region (VOR) GmbH, ITS Vienna Region
Mr Giandomenico GANGI	Municipality of Brescia
Mr Sylvain HAON	Polis
Mr Eetu Pilli-Sihvola	VTT Technical Research Centre of Finland
Ms Mirjam HEIDER	Bundesministerium für Verkehr, Bau und Stadtentwicklung, DE
Ms Suzanne HOADLEY	Polis
Mr Nick ILLSLEY	Department for Transport UK - Transport Direct Team
Mr Theo KAMALSKI	Tom Tom
Mr Steve KEARNS	Transport for London
Mr Keith KEEN	

Mr Werner KOHL	Mentz Datenverarbeitung GmbH
Mr Maarten KONINGSVELD	Royal Dutch Touringclub ANWB
Ms Magda KOPCZYNSKA	European Commission, DG MOVE
Mr Andrus KROSS	Estonian Road Administration
Mr Thomas KUHN	Continental Automotive GmbH
Mr Carsten LEMENT	Verkehrs-Consult Leipzig (VCL) GmbH
Ms Christine LOTZ	Bundesanstalt für Straßenwesen (BASt)
Ms Mari-Louise LUNDGREN	Trafikverket Strategic Development, Sweden
Mr Dick MANS	ECORYS Transport
Ms Catherine MARQUE	Ministry of ecology, energy, sustainable development and the sea, France
Mr Gytis MAZEIKA	Ministry of Transport and Communications, Lithuania
Mr Hermann MEYER	ERTICO - ITS Europe
Mr John MILES	Ankerbold International Ltd.
Mr Helge MOLIN	Fed. Min. for Transport, Innovation and Technology, Austria
Mr Damian MORRIS	Highways Agency, UK
Mr Guido MÜLLER	European Commission, DG MOVE
Mr Gzim OCAKOGLU	European Commission, DG MOVE
Mr Bernhard OEHR	Rapp Trans Ltd.
Ms Brigitte OLLIER	UITP
Mr Seppo ÖÖRNI	Ministry of Transport and Communications, FI
Mr Michael ORTGIESE	PTV AG, Research & Innovation, Mobility Systems
Mr Marcel OTTO	Ministry of Transport, Infrastructure and Waterworks, NL
Ms Katarzyna PAWLOWSKA	European Commission, DG INFSO
Mr Bruno PENNINO	IBM
MS Caroline POURTOIS	PR of Belgium to the EU
Mr Lluís PUERTO	Fundación RACC
Mr Berthold RADERMACHER	VDV (Verband Deutscher Verkehrsunternehmen)
Mr Wolfgang REINHARDT	ACEA - Association of European Vehicle Manufacturers
Mr Stenerik RINQVIST	UITP
Mr Leif RYSTROM	Danish Road Directorate, Traffic and Incident Management Department
Mr Przemyslaw RZEZNIEWSKI	General Directorate for National Roads and Motorways, PL
Mr David SCHOENMAKERS	Ministère Fédéral Mobilité et Transports, BE
Mr Bernard SCHWOB	Ministry of Transport, FR
Mr Leszek SEKULSKI	General Directorate for National Roads and Motorways, PL
Mr Dimitri STROBBE	TRITEL

Mr Rudi TEGENBOS	TRITEL
Mr Maurizio TOMASSINI	ISIS
Mr Paul VAN DER KROON	Rijkswaterstaat, NL
Mr Peter VAN DER PERRE	ITS Belgium
Ms Marja VAN STRIEN	National Data Warehouse for Traffic Information
Mr Johan VANIEPEREN	UITP
Mr Chris WALL	Shadow Creek Solutions LLP

Appendix F. Workshop Working Session Presentations

Working Session 1: Access to Traffic and Travel Data

ITS Action Plan

Traffic and Travel Information Data Access and Services

Workshop

Brussels

21/06/2010

Objectives

Guaranteed Access to Data

- Ensure a fair and transparent access to public traffic and travel data
- Promote public-private co-operation to improve traffic and travel information
- Increase data quality and improve multimodal co-operation
- Encourage (cross-border) data exchange

Free Universal Minimum Service

- Make safety-related, traffic information available to public authorities
- Ensure free minimum traffic services for all travellers
- Harmonise a Europe-wide free minimum service
- Develop suitable organisational model

Introduction to the intermediate report

Interim report as of June 7, 2010

- **Intermediate picture**

- Based on data collected and responses received to date

Objectives of the report

- **To provide a state-of-the-art review of national practices**

- **Identifying**

- The status quo
- The gaps

Methodology

Inventory (“back-office”)

- **Existing key legislation amongst the Member States**

- Traffic and travel data
- Safety-related information

- **Institutional aspects**

- National framework
- Public and private roles

- **Technical aspects**

- Standards
- Methods

Web consultation

Methodology

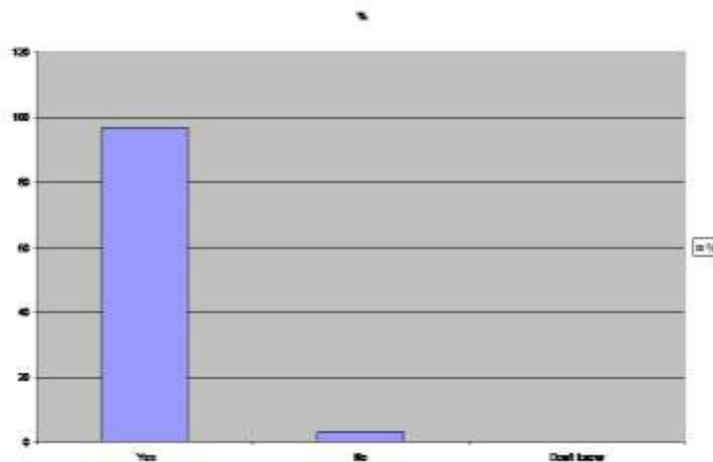
Consultation process

- **Web questionnaire**

- How important do you consider the issue of a fair and transparent access to traffic and travel data for the deployment of ITS applications?
- Is data exchange contributing to better integration of urban and inter-urban traffic and travel information?
- Is there co-operation to provide multi-modal traffic and travel information (e.g. between road and public transport)?
- Are there any information services using Floating Car Data (FCD), Floating Phone Data (FPD) or other private data, e.g. from fleet management?
- Are there any national laws or regulations which guarantee a fair and transparent access to public data for all service providers (both public and private)?
- Is there any access to privately owned data for public authorities, e.g. for reasons of road safety?
- Does co-operation on data exchange increase the data quality?
- Are there any initiatives or proposals in your country to (re-)organise the collection, processing and distribution of traffic and travel data?

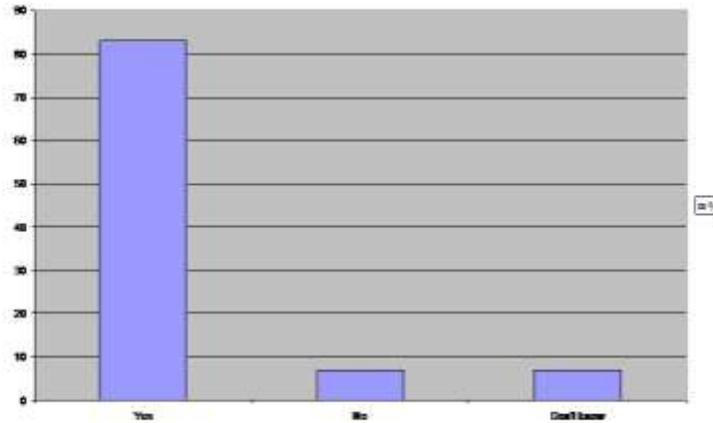
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Web consultation results : importance of fair and access to traffic and travel information?



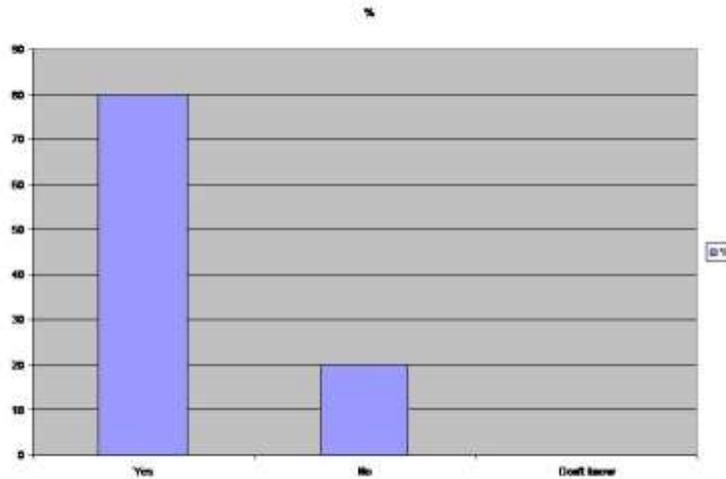
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Web consultation results : is data exchange contributing better integration of urban and inter-urban traffic and travel information?



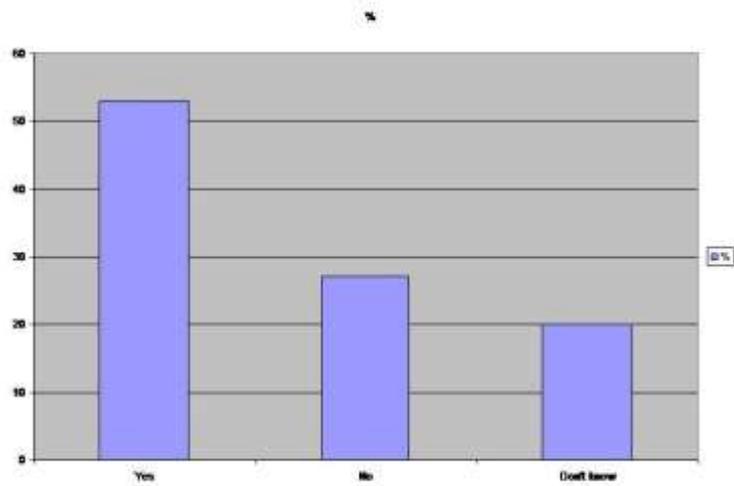
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Web consultation results : is there co-operation to provide multi-modal traffic and travel information?

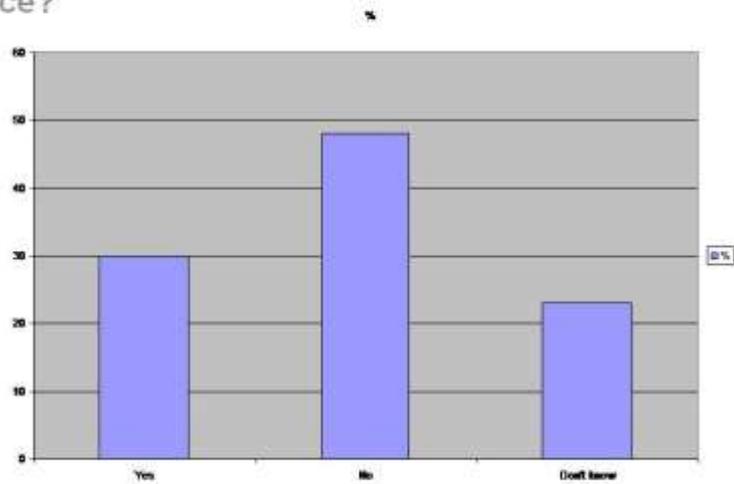


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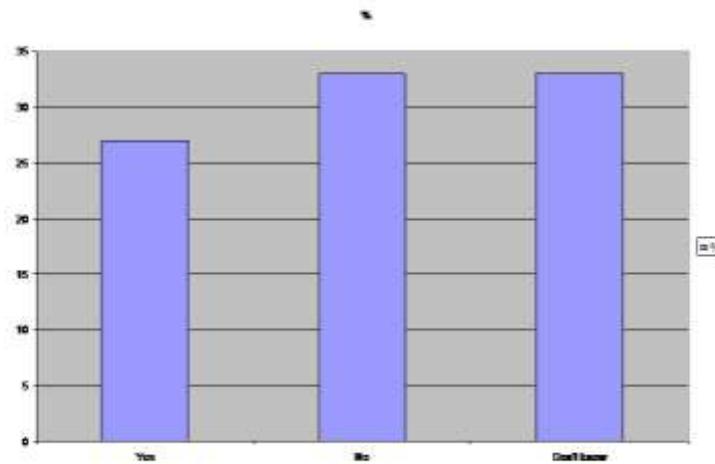
Web consultation results : are there any information using private data?



Web consultation results : are there any law which access to public data for all service?

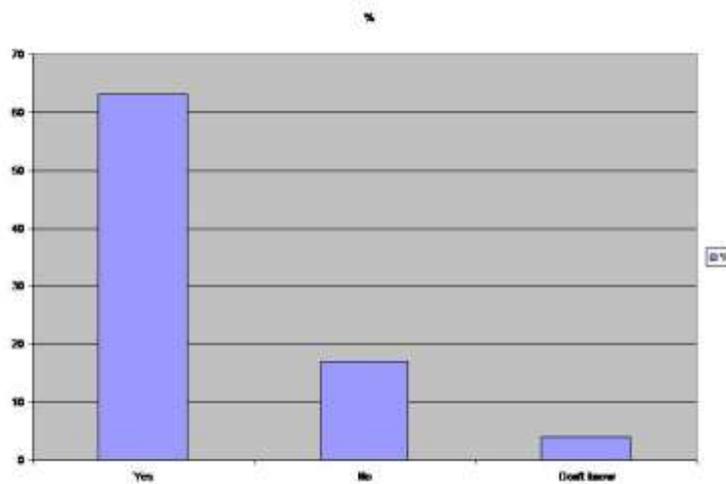


Web consultation results : is there any access to private public authorities?



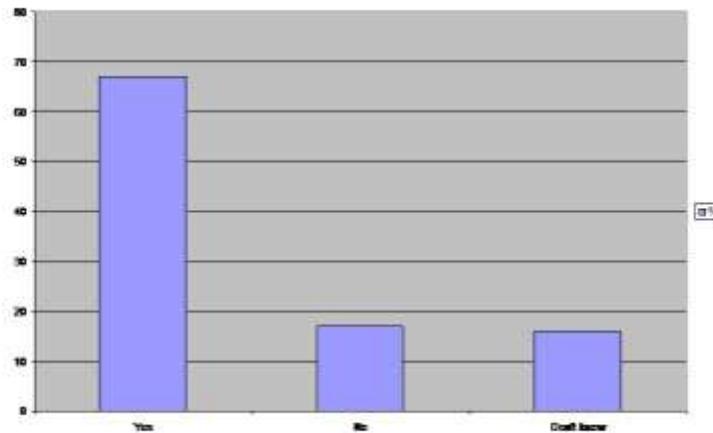
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Web consultation results : does cooperation on data increase quality?



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Web consultation results : are there any initiatives in your country to reorganize collection, processing and distribution?



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Legal status quo

Overview

- **Public Sector Information**
 - Fall within the scope of Public Sector Information
 - *Subject to IPRs, data protection, industrial or commercial services*
- **Private sector information**
 - Out of Public Sector Information regulation
 - *Subject to essential facility theory*

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Legal status quo

Public data

- **Common legislation (Directive n° 2003/98EC)**
 - “existing documents held by public sector bodies”
- **Exclusions**
 - Intellectual property rights,
 - Personal data,
 - Commercial confidentiality, ...
- **General limitation**
 - Industrial or commercial services
- **Consequences**
 - *Traffic and transport data being produced by industrial or commercial public services (e.g. : French motorway operators) are not public Public data;*
 - *Traffic and transport data being produced by public sector bodies as to meet general interest are Public data.*

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Legal status quo

Re-Use of Public Sector Information

- **Harmonised**
 - Fair, transparent and non discriminatory
 - No exclusivity
 - *Re-Use does not mean free of charge*
- **Divergences**
 - UK : a public body has discretion as to whether to permit re-use
 - *Compliant with Dir. 2003/98/CE*

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Legal status quo

Transport data in Laws

- **French transport Act (Law "Loi", Dec. 30, 1982)**
 - "the right to transport includes the right for the users to be informed on the means offered to them and procedures for using them"
 - Urban plans shall foster the implementation of information measures relating to traffic
 - *"High level" (policy), subject to agglomerations > 100,000 inhabitants for which local authorities shall implement multimodal information services for users*
- **Swiss Order on schedules (Nov. 4, 2009) and Federal Road Office's Instruction (March 1, 2009)**
 - Centralisation of timetables from transport companies for electronic integration and official publication by the Federal Office of Transport
 - Centralisation of traffic information by the Federal Road Office
 - *Detailed but specific to public sector*

Institutional status quo

Transport data in contracts

- **UK**
 - Free access and re-use, including traffic and public transport information
- **German model contracts**
 - Provision and sale of traffic data from federal traffic control centres
 - Provision of traffic-related data from local authorities to telematic service providers and manufacturer
 - *Allow exchange of traffic information between public and private sectors*
- **The Netherlands**
 - Traffic information gathered by the national road authority
 - Traffic information services are privately operated
 - *Centralisation of public traffic information*
 - *Information to end-user by private operators*

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Technical status quo

Standards commonly used amongst Member States

- **DATEX II**
 - EU initiative to extend DATEX to all actors in the traffic and travel information sector
- **CORBA**
 - Common Object Request Broker Architecture
- **OTAP**
 - Open Travel Data Access Protocol
- **TPEG**
 - Transport Protocol Experts Group (T-peg)
- **RDS-TMC**
 - Radio Data System-Traffic Message Channel
 - *Lack of harmonisation of the management of TMC location tables*

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Gaps : web consultation versus status quo

Web consultation

- **Guarantee of a fair and transparent access by law to public data rather poor**
 - Yes: 30% only
- **Access by public authorities to private data**
 - Yes: 26.7% only

Status quo

- **Harmonised legislation in the E.U.**
 - Public data and commercial public service ?
 - Effectiveness issue?
 - Access versus Re-Use ?
- **Essential facility theory**
 - Few case law
 - Implies exceptional circumstances
 - *Dominant position*
 - *Abuse*
 - *Located on the E.U.*
 - *Likely to affect the E.U. interstate commerce*
 - *No legitimate reasons (cost increase, ...)*
 - *Eliminates all competition downstream*
 - But
 - *Refusal to grant IPRs may not be discriminatory*

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Gaps : paradox

Web consultation

- **Multimodal co-operation**
 - Yes: 80%

Status quo

- **Few legal provisions on multimodal**
- **Contractual approach**
- **Importance of standardisation**

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Ways forward

Ways forward

- **Fair and transparent access/re-use**
 - Status quo versus regulation ?
 - *Public data currently harmonised*
 - *Private sector may be subject to the essential facilities theory*
- **Private-public co-operation**
 - Encourage model contracts (see Germany)
 - *Exchange of data*
- **Quality of data and multimodal**
 - Content generally coded using the same standards
 - Semantics vary
 - *Harmonisation of semantics could lead to over-regulation*
- **Cross-border data exchange**
 - *Harmonisation of the management of TMC location tables*
 - *Ensure common access to location table data in all Member States*

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Thank you for your attention!

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Working Session 2: Concept of Free Safety Related Information

ITS Action Plan

Concept of Free Safety Related Information

Nabil Abou-Rahme, PhD CEng

21/06/2010

Contents

- Concept and Vision
- Consultation Process
- Significant Themes Arising
- Understanding the Status Quo
- Market Typology
- Prototype Business Models
- Influence of Consultation

Concept and Vision

Action Area 1

- **Optimal use of road, traffic and travel data**

Specific Action 1.4

- **Definition of specifications for data and procedures for the free provision of universal traffic information services**

Study objectives

- **Free safety-related traffic services for all travellers**
- **Harmonisation of a Europe-wide minimum service free of charge to the user**
- **Establishment of suitable organisational models**

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Concept and Vision

Clarifying the concept

- **Assumes progress on the theme of guaranteed access to data**
 - Greater co-operation between public and private sector
 - Fair and transparent access to public sector information
 - Increased data quality, multimodal co-operation, and cross-border exchange
- **Begins with a common definition of safety-related traffic information**
- **Develops into a collaborative effort to aggregate such information in the public and private sector (the data)**
- **Matures into a requirement for ensuring free services are available to all travellers in a harmonised manner (the information)**

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Consultation Process

Broad consultation with active parties

- Questionnaire designed to capture feedback on data access and the provision of free safety-related information
- Aimed at specialists from transport authorities, service providers, operators and supporting organisations

Level of response

- Separate detailed responses from relevant public authorities in eight member states
- Separate detailed responses from six private sector operators with national (or in some cases, global) coverage
- Web responses from thirty organisations, the majority of which were also from the public sector (spanning an additional six member states)
 - Almost 75% from public or non-profit organisations
 - Over 80% responded on behalf of an organisation, rather than as individual opinion

Consultation Process

Good response, but may not be fully representative

Austria	Italy
Belgium	Netherlands
Denmark	Norway
France	Spain
Germany	Sweden
Greece	Switzerland
Ireland	United Kingdom

Consultation Process

Question Summary

- **Categorical questions**

- Do you know of any definition for "safety related" traffic information?
- A minimum of safety-related traffic information free-of-charge to the user - would this, from your perspective, be desirable?
- If the European Union would foresee such a service, do you expect legal issues or challenges?

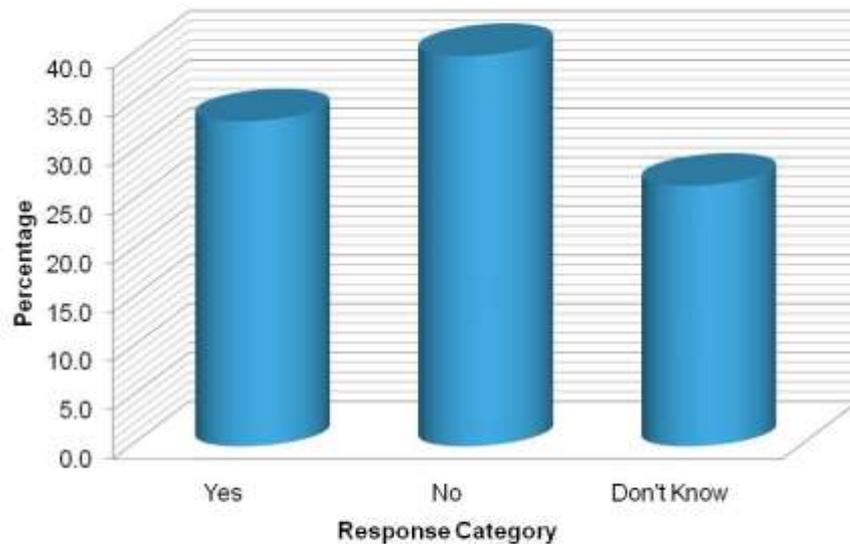
- **Additional comments invited**

- In what way would it affect your national policy?
- How would it impact the development of the private sector market?

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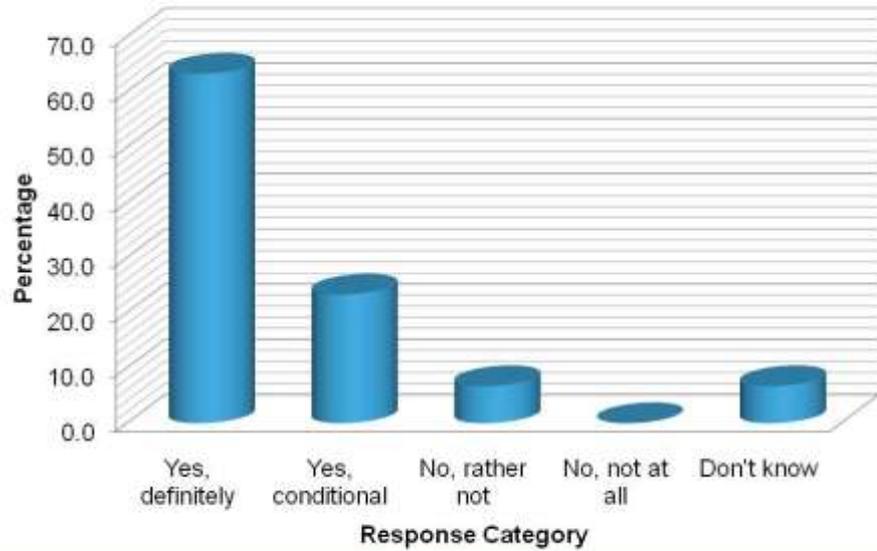
Know of any definition for "safety related" traffic info?



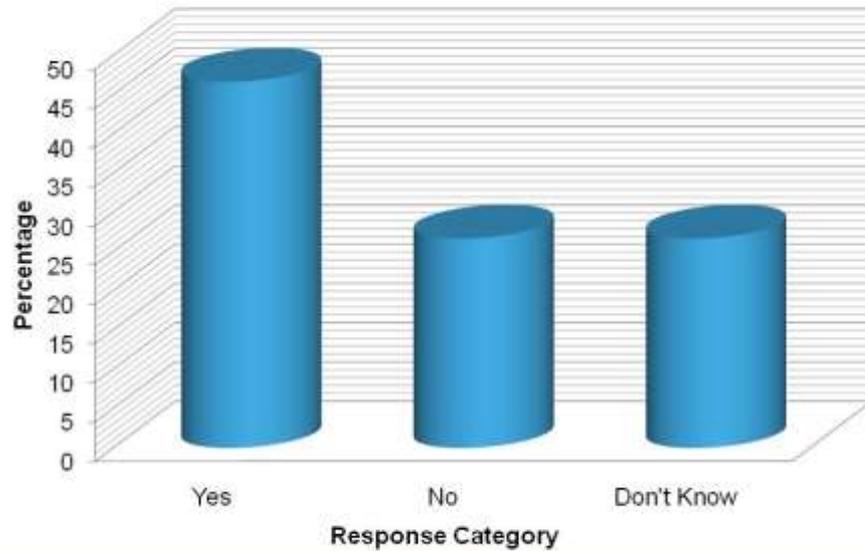
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Is such a service desirable from your perspective?



If implemented, do you expect legal issues or challenges?



Significant Themes Arising

Qualitative interviews were consistent

- Majority in favour of the service and able to see benefits
- Strong anticipation of legal challenges, especially over definition of terms and preservation of ownership rights

Significant Themes Arising

Summaries of key emerging themes

- Concern that the phrase "safety-related" could apply to all aspects of travel
- Some attempts made to define "safety-related" through reference to one or more available standards or national practice
- Awareness of challenges in harmonising approach across all member states, especially in the absence of a strong lead
- Is the service aimed at the trans-European traveller only, or is it also directed at the national traveller?
- Travel information is also important for "building and maintaining a good and positive company brand"
- Public sector believes private sector will not respond well, but private sector expresses great interest in the initiative
- Define expected service levels first, in order to understand the potential impact on status quo

Significant Themes Arising

Insight from private sector responses

- **“We are the leading providers of...”**
- **Genuine enthusiasm for the concept and ideal, provided the scope was clearly defined and limited**
 - Comfortable with the idea ‘journalistic traffic information’ as a free commodity
 - Protective about ‘advanced traffic information’, which had more to do with real-time updates, context specific, forecasting and navigation support
- **Concern about the business case focused mainly on**
 - Covering administrative costs
 - Preserving ownership rights
- **Local players apprehensive about domination by global players**
- **Global players were most interested in consistent quality of information across Europe**

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Understanding the Status Quo

Legal Framework

- **Current legislation obliges collection and reporting of certain information**
- **Normally reserved for extreme emergencies, rather than day to day operations**
- **Level of detail varies from country to country, but a common standard must accommodate this**

Some Relevant Examples

- **French Transport Act, 1982, UK Traffic Management Act, 2004, UK Civil Contingencies Act 2004, Swiss Ordonnance sur les Horaires, 2009**
- **Swiss Instruction de l'Office Fédéral des Routes, 2009 of interest**
 - Detail such as congestion, incidents, overloading and fog provided in the legislative text
 - Communication times are also specified

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Understanding the Status Quo

Technical Framework

- Respondents who had a clear definition of 'safety-related information' referred to standards such as TMC, TPEG or DATEX II
- Positive starting point, as they reflect consensus and improvement through operational experience

Some Relevant Examples

- Traveller Information Services Association (TISA), considered the following minimum in a German context:
 - Ghost driver (wrong way on carriageway)
 - Dangerous road surface
 - Danger due to reduced visibility
 - Animal / people / debris in the road way
 - Blockade of road, tunnels
 - Unprotected accident area
 - Temporary roadwork
 - End of queue
- Audit of how information is provided in 'national ecosystem'

Understanding the Status Quo

What is available?

- Audit of current availability and future plans
- Concept of a 'market typology' to describe evolution of local markets

What could be made available?

- Identifying opportunities to benefit from best practice, for example
 - Rapid adoption of common standards
 - Strong leadership by public sector in provision of minimum services
 - Understanding the role of global players in the local market
- Benefits for local citizens also, by clearly setting a minimum standard

Through which channels?

- Radio broadcast up as the 'largest market penetration'
- Wide variety of roadside and new media applications, crossover with 'in-vehicle platform', and driver distraction concerns.

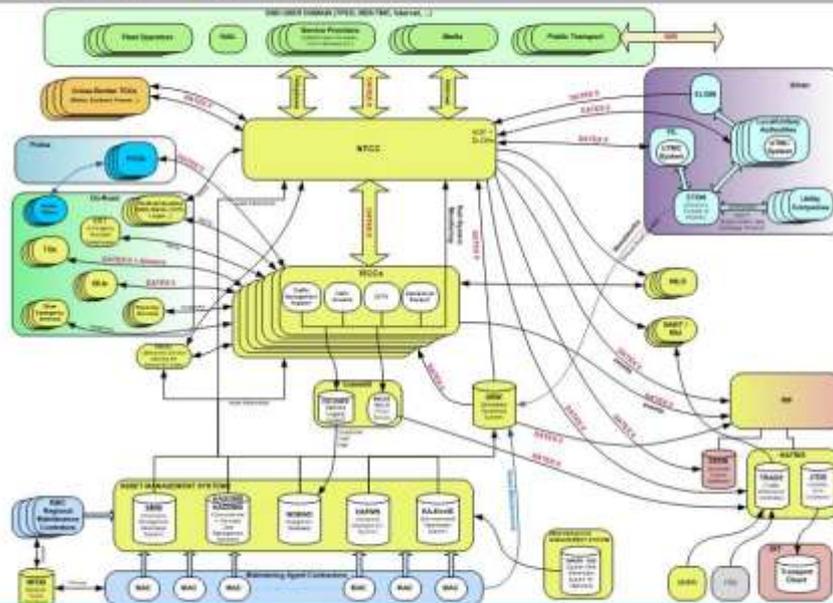
Market Typology



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Market Typology



Courtesy of the Highways Agency

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Market Typology

Concept 'Definitions'

- **Level 1**
 - Basic information being collected, stored and later accessed by a number of isolated operators
- **Level 2**
 - More comprehensive information being collected, stored, processed and shared through bilateral agreements and bespoke connections
- **Level 3**
 - Consensus on common standards and business models, platform for wider exchange agreements between various operators

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Market Typology

Concept 'Definitions'

- **Level 4**
 - Strong national leadership results in efforts to coordinate diversity, and engage numerous operators in supplying a common repository
- **Level 5**
 - Private sector operating at both national and international level, using open data from public and private sector, and a broad range of media, whilst government acts as a supplier of last resort

Some Observations

- **Member states are distributed across these levels**
- **Is it possible to move quickly from Level 2 to Level 3, through early adoption of established common standards?**
- **Would it also be possible now to move directly from Level 3 to Level 5, if the focus is on making data available?**

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Prototype Business Models

Public Sector Led?

- Central coordination, a European version of 'Transport Direct' or the 'National Data Warehouse'
- Requires numerous agreements, service levels, performance monitoring and so on

Private Sector Driven?

- Involves agreement on making information available to a required standard, and meeting certain service levels,
- Anticipates that distribution is taken forward by various private sector partners (perhaps global operators looking to provide European coverage with the common data available)

Hybrid Approach?

- Involves a hybrid approach, with national governments taking ownership of the process on a national level
- Committing as 'provider of last resort' in situations where private sector does not take active role

Influence of Consultation

Shaping the definition

- **"Free"**
 - But only to the end user, so has a local business case already been proven for collection and distribution of such data?
- **"Minimum"**
 - Bottom up approach (minimum currently available) or top down approach (minimum required, to which all must aspire)?
- **"Safety Related"**
 - Beyond constraints of the legal baseline, consider definitions already encoded in existing protocols?
- **"Information"**
 - Is it data (which can later be processed), or information (prepared with the traveller in mind)?



Thank you for your attention