

## **Results of public consultation**

**ITS**

## **1. Introduction**

A public consultation (survey) was carried out between 29 February and 31 March 2008 on the preparation of the Action Plan on Intelligent Transport Systems for Road Transport on the public website of DG TREN:

[http://ec.europa.eu/transport/road/consultations/its\\_en.htm](http://ec.europa.eu/transport/road/consultations/its_en.htm).

The results of the consultation are presented in this Annex I.

With this consultation process, the services of the European Commission were calling for comments on the proposed approach to increase awareness and to speed up pan-European deployment of Intelligent Transport Systems (ITS) for Road Transport.

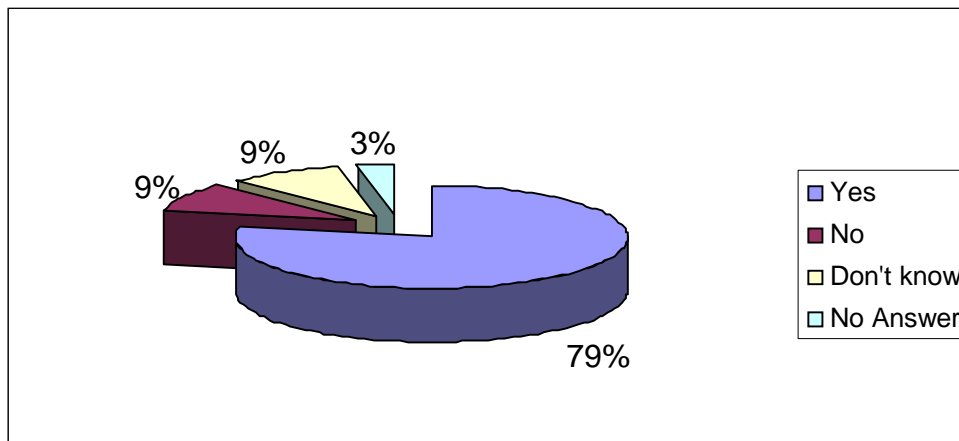
Stakeholders were asked on their views and opinion about what could be done best to foster deployment of ITS and to unlock the real added value of these technologies, services and applications. Task for the Commission was to better understand the public needs and priorities regarding specific applications and establish priorities for actions at EU level.

The feedback resulting from this consultation was considered for finalising the ITS Action Plan.

**The Commission received 34 stakeholder replies in total, most of the from the public authorities sector.**

## 2. The Questionnaire

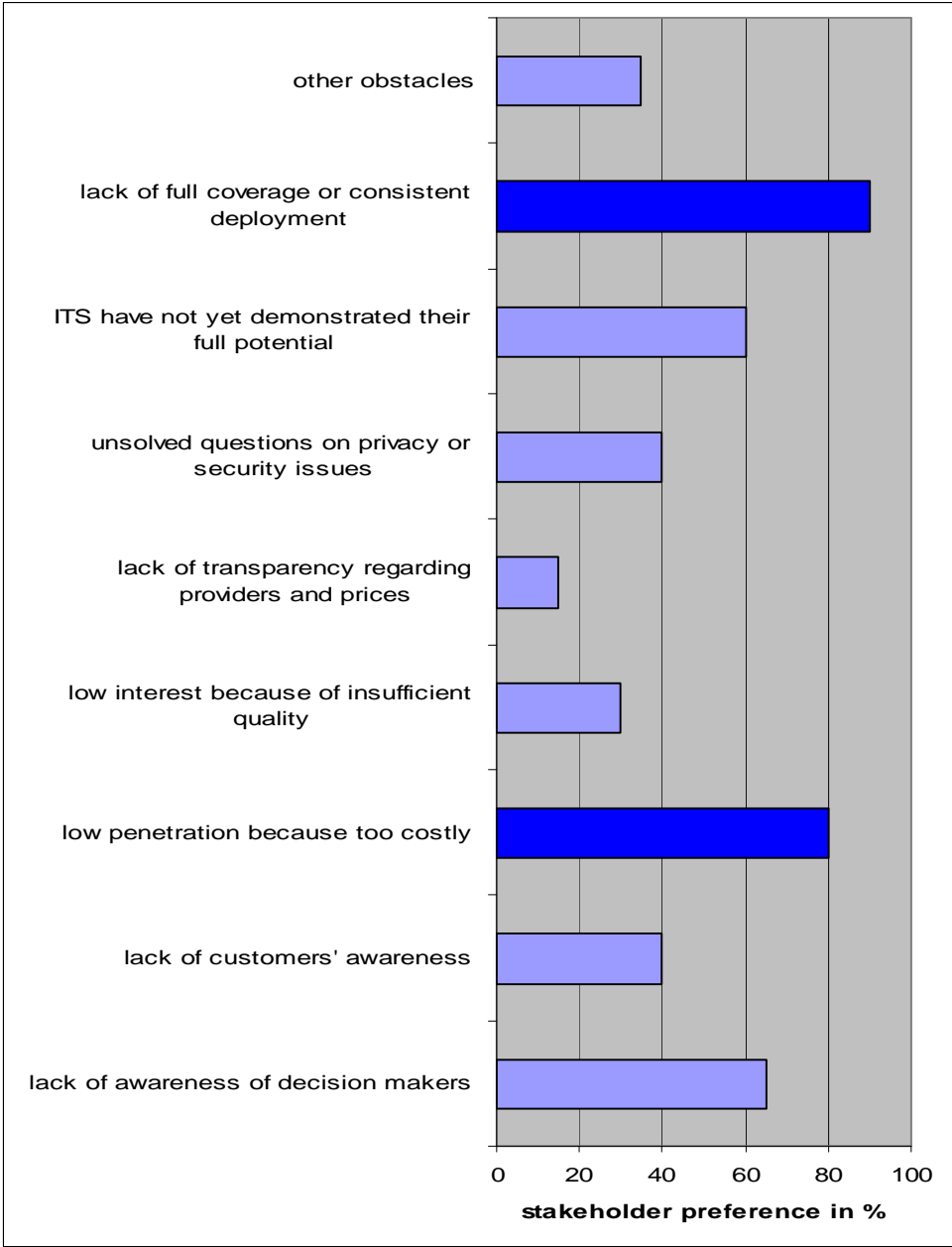
1a. Do you think the uptake of ITS in road transport has been slow in the last decade compared to what you had expected?



This question was answered by all 34 respondents.

A large majority (79%) of stakeholders agree that the **deployment of ITS was slower than expected**. Only nine percent expected the current low deployment situation.

**1b. If yes, what seems to be the main obstacles to this uptake?**



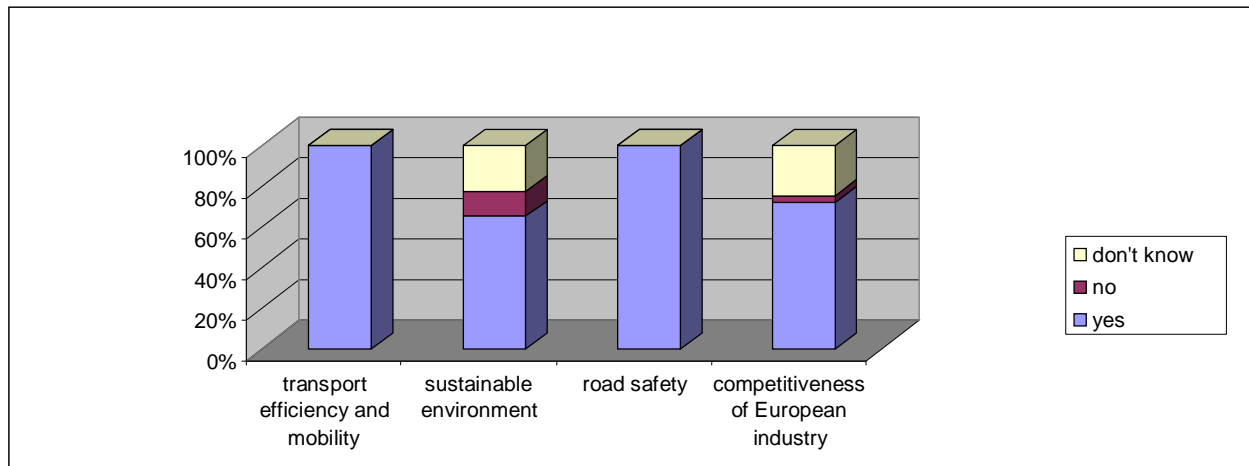
This question was answered by all 34 respondents. More than one answer could be chosen.

A large majority of stakeholders agree that the **lack of full (EU-wide) coverage and the low penetration rates because of too high costs (for the public authorities) are the main obstacles** in the deployment of ITS.

Under 'other obstacles' most stakeholders have specified: **Lack of interest of National Transport Ministries or their public companies in ITS deployment.**

**2a. Do you think that ITS should be seen as an important tool to reach one or more of the following policy objectives:**

- **transport efficiency and mobility**
- **sustainable environment**
- **road safety**
- **competitiveness of European industry?**

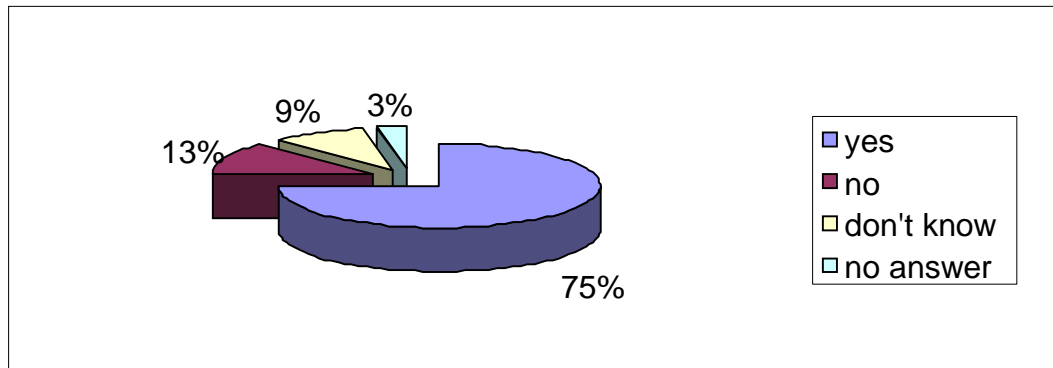


This question was answered by 32 respondents. More than one answer could be chosen.

A large majority of stakeholders sees ITS as an **important tool especially to foster transport efficiency and mobility and to improve road safety.**

The positive impact of ITS on the environment and the competitiveness of the European industry remains rather unclear. Five percent of stakeholders believe that ITS has no positive impact on the environment.

**2b. Do you think the development and deployment of ITS could be accelerated if better linked to the achievement of one of the policy objectives specified in 2a.?**

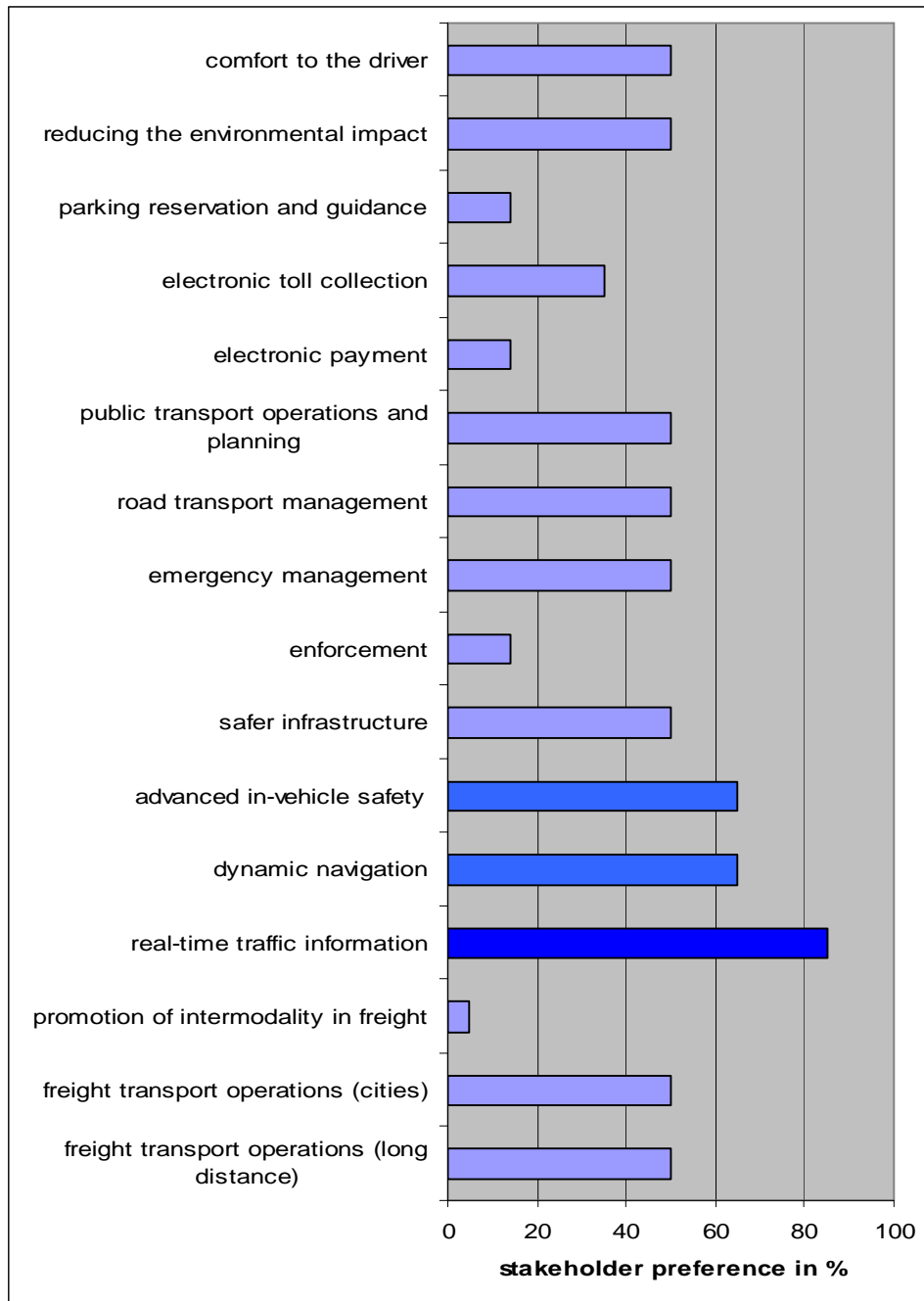


This question was answered by 33 respondents.

A large majority of stakeholders believe that ITS deployment **would benefit if it would be better linked to the achievement of clear policy objectives** like road safety, transport efficiency or mobility.

Only 13 % do not see a benefit if ITS would form integrated part of active policy making.

### 3. In what domain do you think ITS can provide most benefits (please rank)?



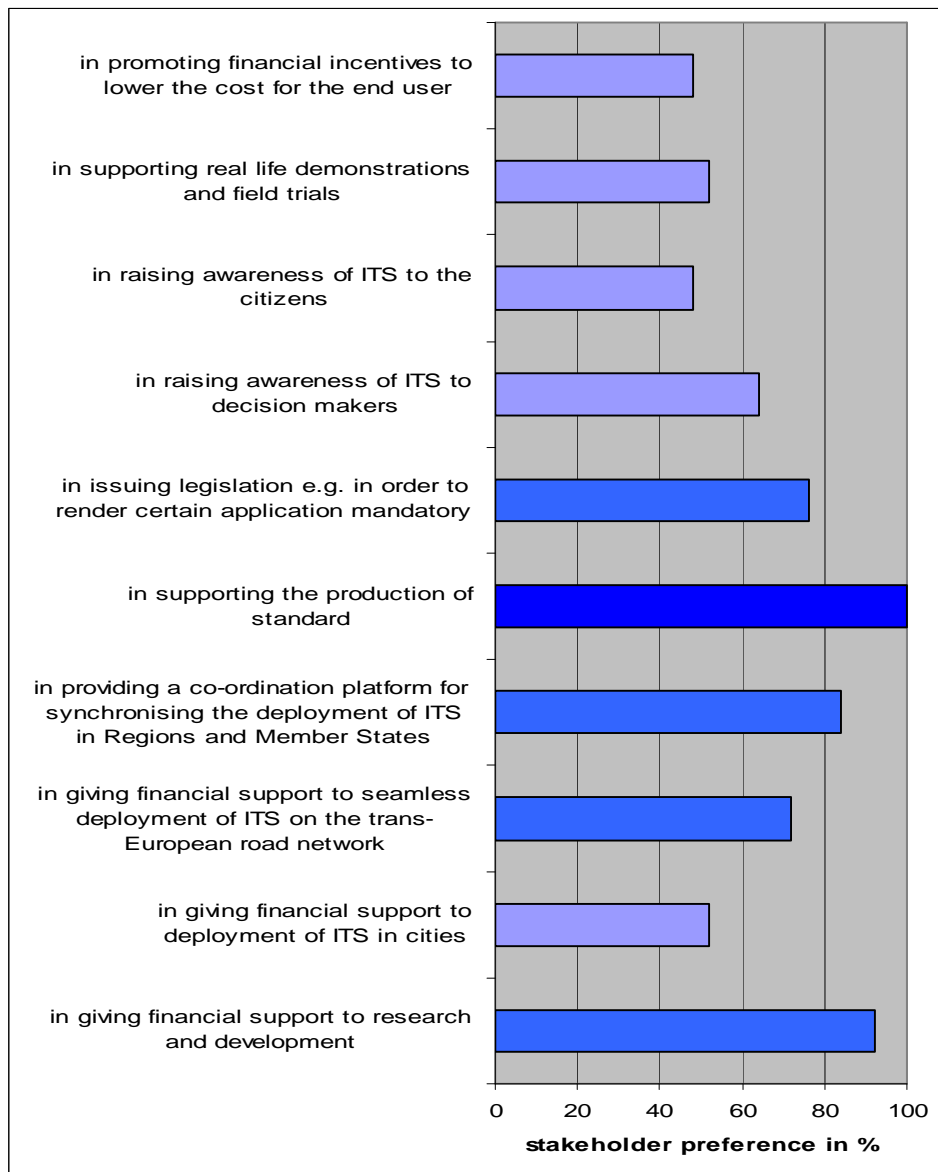
This question was answered by 28 respondents. More than one answer could be chosen.

A large majority of stakeholders believe that ITS provides most benefits as

- **real-time traffic information**
- **dynamic vehicle navigation** and
- **advanced in-vehicle safety features.**

Only 14 percent of stakeholders believes that ITS can provide benefits for enforcement, electronic payment or parking reservation and guidance. Only five percent of stakeholders believe that ITS can provide benefits for inter-modality in freight.

#### 4. Where do you see the added value of the European Union in ITS development and deployment (please rank)?



This question was answered by all 34 respondents. More than one answer could be chosen.

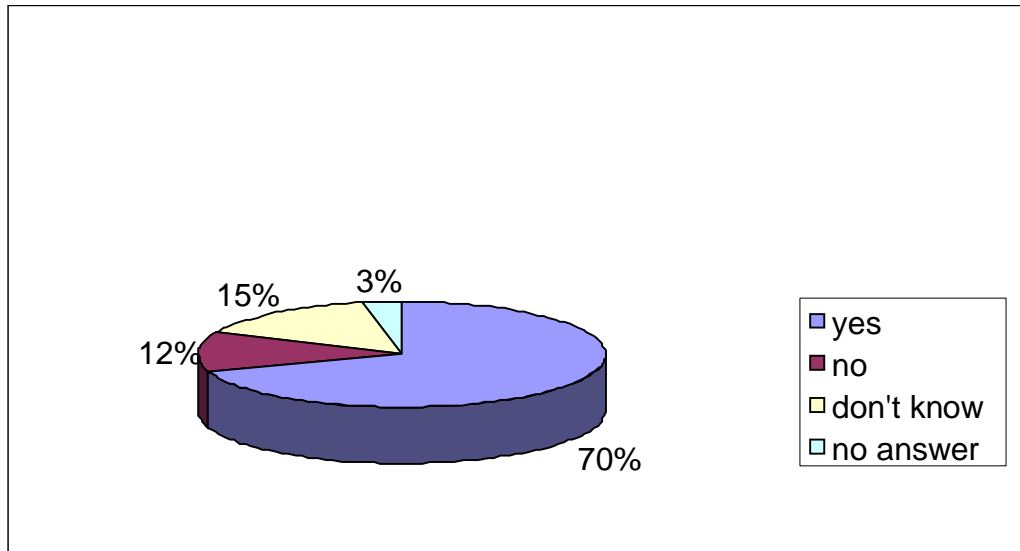
Stakeholders see the added value of the European Union in the development and deployment in ITS mainly in

- **supporting the production of standards**
- **providing of a coordination platform for synchronized deployment of ITS**
- **giving financial support to research and development**
- **issuing legislation, e.g. to render certain ITS application mandatory and**
- **giving financial support to seamless ITS deployment on the trans-European road network.**

All other fields have lower importance, but the European Union's involvement has added value in **all** ITS related issues.



**5a. Do you think concentration of EU actions on a limited set of mature, core ITS applications with the view to their quick deployment, in the first place, would give an impetus and offer added value?**

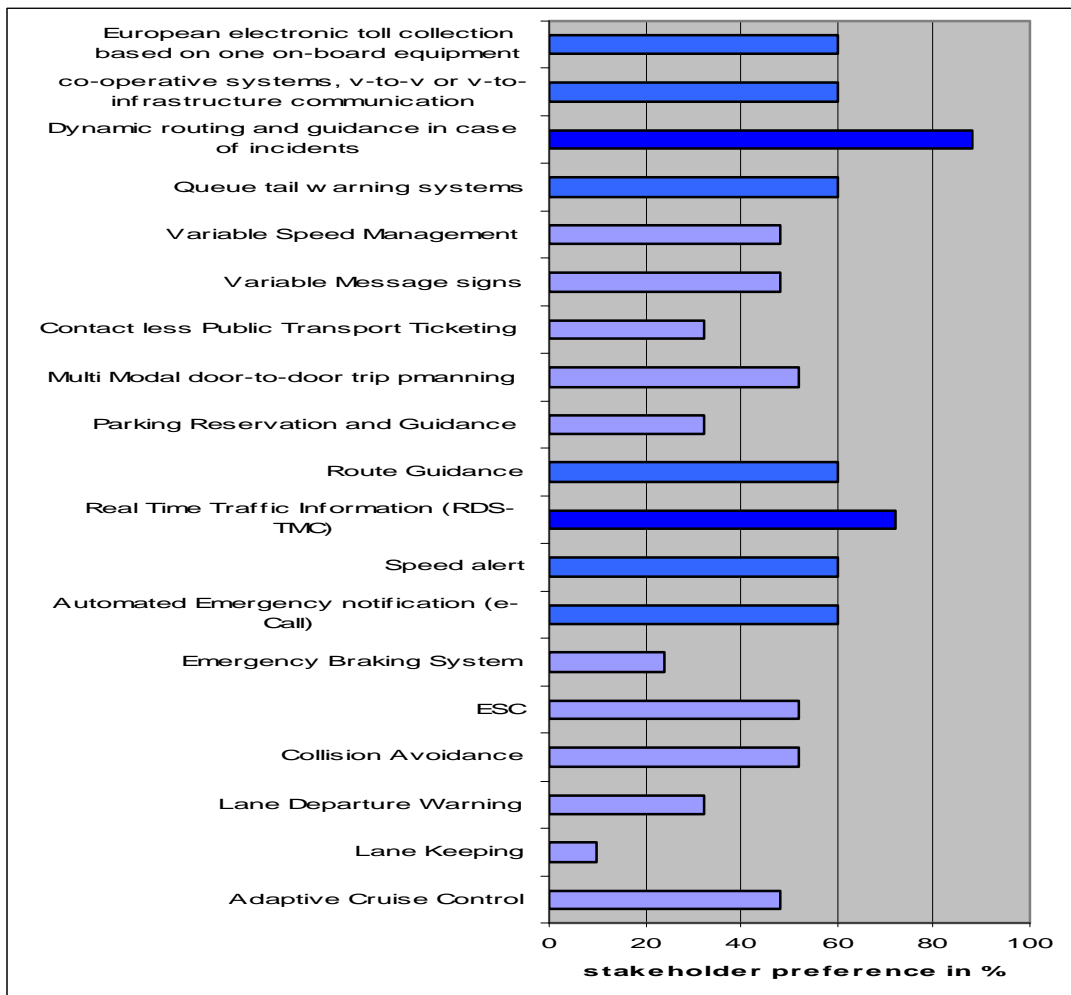


This question was answered by 33 respondents.

A large majority of stakeholders agrees that EU actions shall concentrate on a **limited mix of mature core ITS applications**.

Only 12 percent of stakeholders do not believe so.

**5b. If yes in 5a., what are, according to your opinion, the most important ITS applications that have reached a mature stage and merit to be supported or deployed in the short term?**



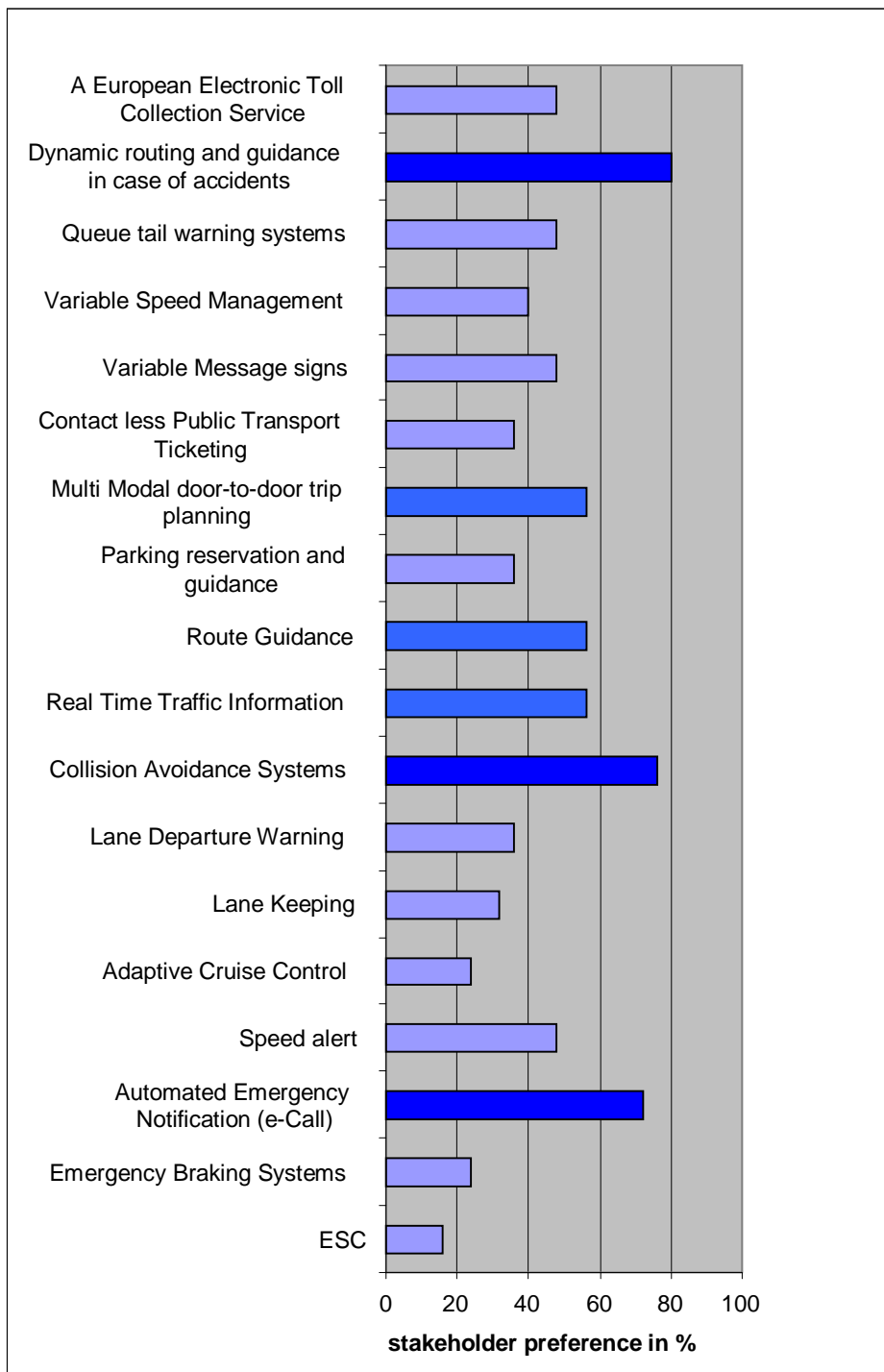
This question was answered by all 34 respondents. More than one answer could be chosen.

A large majority of stakeholders sees the following ITS applications mature enough to be supported at their deployment in the short term:

- **dynamic route guidance and guidance in case of incidents**
- **RDS TMC**
- **European toll collect based on one on-board unit**
- **co-operative systems, based on vehicle-to-vehicle and vehicle-to-infrastructure communication**
- **queue tail warning systems**
- **speed alert and**
- **e-Call**

Only five percent believes in the maturity of lane keeping applications in order to get supported in the short term.

**5c. Which applications should be further developed with the view of deploying them in the medium-to-longer term?**

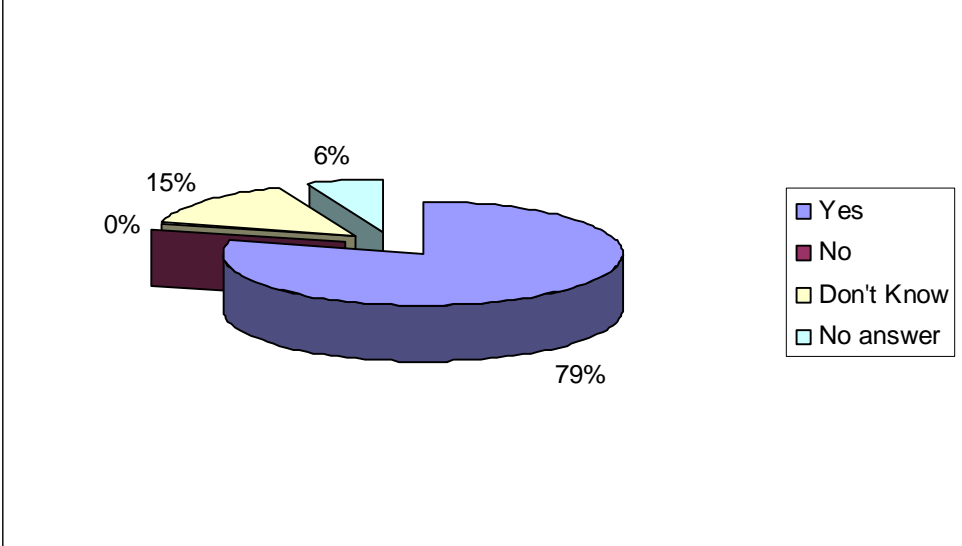


This question was answered by all 34 respondents. More than one answer could be chosen.

A large majority of stakeholders believes that the following ITS applications should be further developed in order to deploy them in mid-to-long term: **collision avoidance systems, e-Call, route guidance, TMC and multi-modal door-to-door trip planning.**

Many stakeholders have highlighted the importance to develop the **access of mobile nomadic devices** to real-time traffic information and public transport services information.

**6. Should a set of open standards be developed that would make it possible to have one common, open platform in a vehicle - based on common positioning and communication components - instead of separate platforms for each application?**

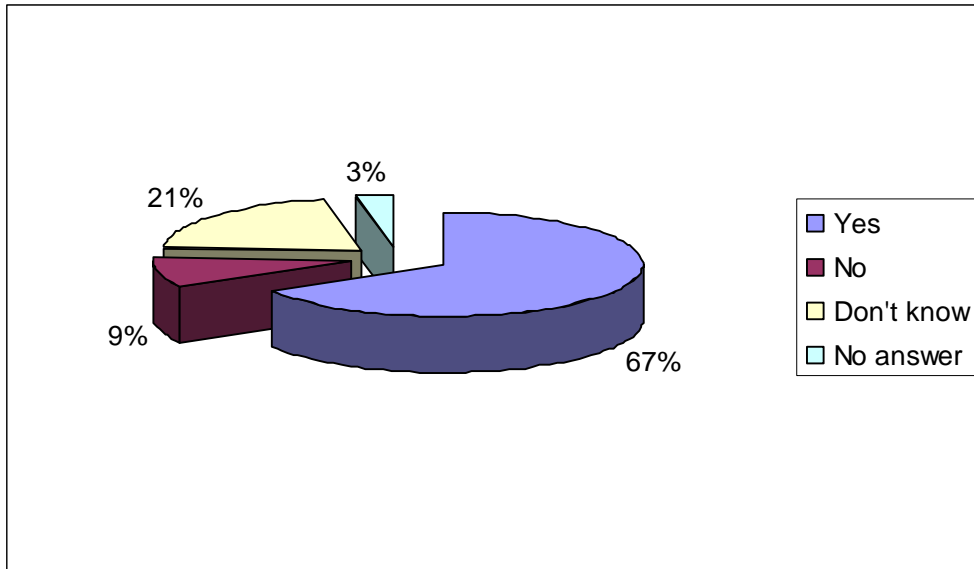


This question was answered by 32 respondents.

A large majority of stakeholders **agrees** that it is necessary to develop **a set of open standards** to have **one open common in-vehicle platform** instead of separated ones for each application.

Only six percent believes there is not such need.

**7. Do you think that nomadic devices (handheld wireless devices such as a Personal Digital Assistants or advanced mobile phones) should also be linked to the above open platform in terms of their interaction with the vehicle?**

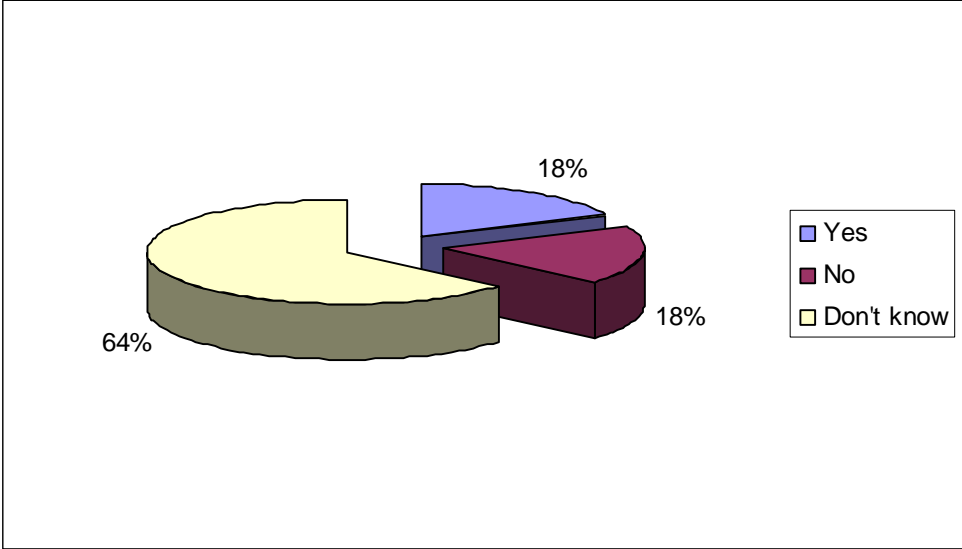


This question was answered by 33 respondents.

A large majority of stakeholders agrees that **nomadic devices should be linked to an open platform** in order to enable the interaction between the different devices.

Only nine percent believes there is not such need, 21 percent have no opinion about this issue.

**8. ITS applications in non-road modes are already being deployed or at the verge of being deployed. Do you think any model could be taken from the other modes to accelerate the uptake of ITS on the road?**



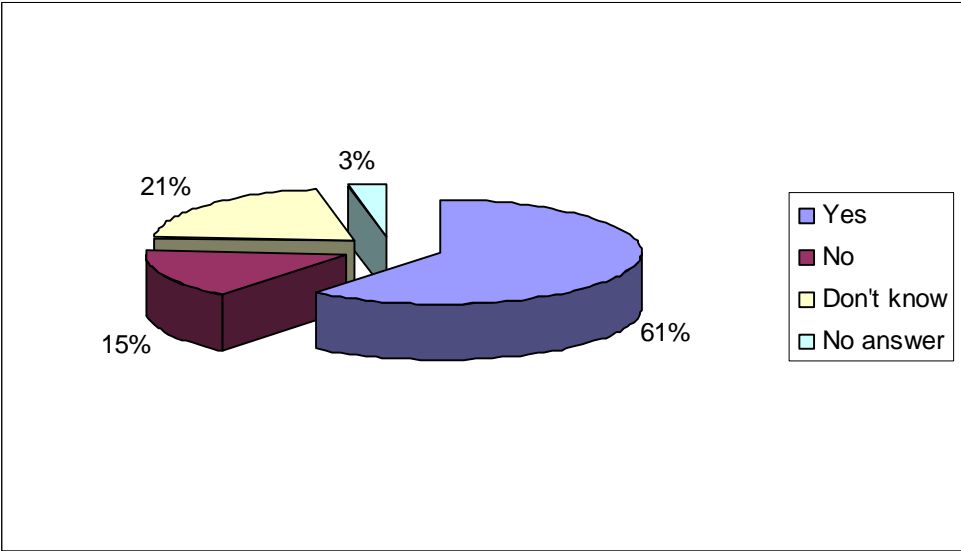
This question was answered by 31 respondents.

A majority of stakeholders has **no opinion** about this issue.

Reason is that most stakeholders are not familiar with the advanced deployment of ITS in the non-road transport modes, so that it was impossible for them to answer this question.

18 percent of stakeholders do not agree that the experience from non-road ITS could be used, and an identical percentage believes so.

**9. Liability issues and data protection have been recognised as major issues in developing ITS. Do you agree?**



This question was answered by 33 respondents.

A majority of stakeholders **agrees** on the **importance of liability issues and data protection** for the development of ITS.

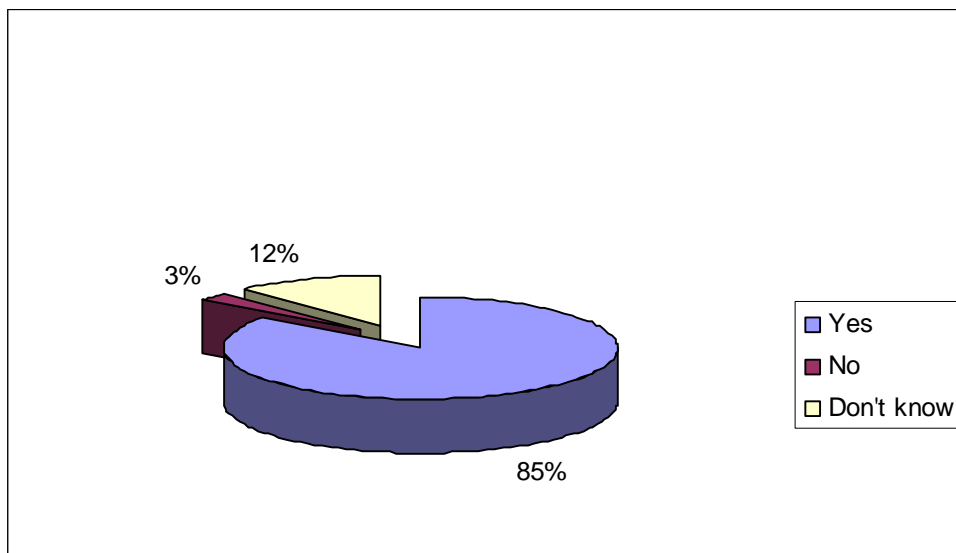
15 percent believe that liability and data protection issues are not important issues for ITS development, 21 percent have no opinion about this issue.

**10. What other issues of a more general, horizontal nature, in your view, need more attention at EU level? (Please specify)**

Stakeholders see the priorities for further horizontal EU actions in the following fields:

- 1) **Liability and personal data protection.**
- 2) **Minimum road requirements for all EU.**
- 3) **Cross border enforcement.**
- 4) **Awareness that ITS interoperability is a question of solving management problems and not technological ones.**

**11. Do you think that interoperability of ITS in different transport modes could bring about added value?**



This question was answered by 31 respondents.

A large majority of stakeholders **agrees** that ITS should be **interoperable** in the different transport modes (This includes the interoperability of in-vehicle devices with public transport systems).

12 percent have no opinion about this issue, and only three percent of stakeholders do not see the added value of ITS interoperability.



**12. If yes, what benefits would you expect from such interoperability? (Please specify)**

Stakeholders see the benefits of interoperability in:

- 1) Accelerating the penetration of new services for the final customer.**
- 2) Higher efficiency of transport.**
- 3) More choice (of transport mode, private car or public transport...) in pre-trip phase.**
- 4) Benefit for people not able to buy expensive navigator systems**
- 5) A better use of infrastructure for providing mobility of freight or people**

**13. How would you share responsibility between different levels in developing and deploying ITS (EU, national, local, industry, users)? (Please specify)**

Most stakeholders agree on the following share of responsibility in the development and deployment of ITS:

- EU 50%**
- industry 25%**
- national/local authorities 25%**

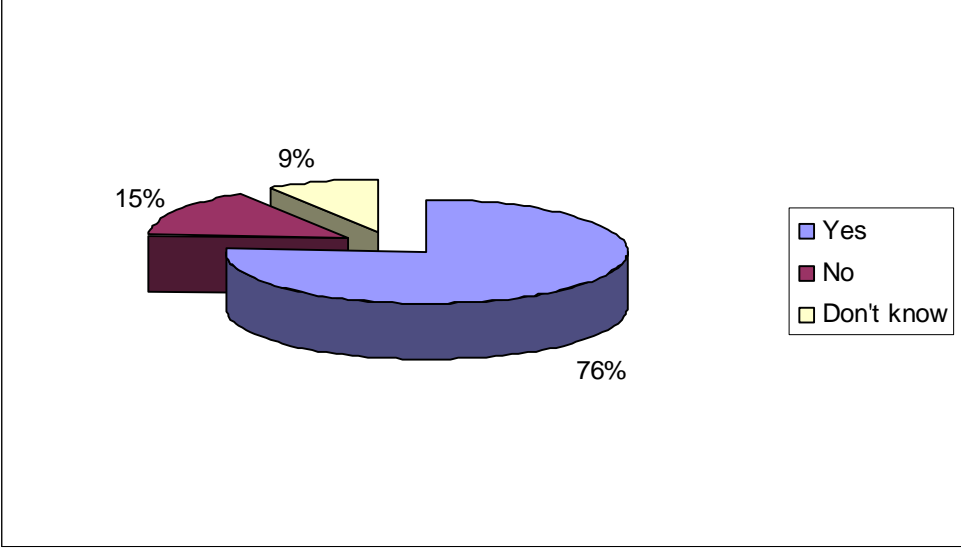
The shareholders should focus on:

- EU: legislation, initiatives, financial support.**
- national authorities: ITS strategies and planning, implementation plans.**
- local authorities: implementation, evaluation.**
- industry: co-operation (inbetween all industrial undertakings).**
- users: usage only.**

Stakeholders expect that the EU takes initiative and provides a legislative frame for ITS development and deployment, meanwhile planning and implementation of ITS is expected to be handled on national and local level.

Stakeholders **do not** believe that the industry alone is able to act as the driving force behind future ITS development and deployment.

**14. Do you agree that for most ITS applications and services more efforts are needed to prove their business case by demonstrating their costs and benefits?**



This question was answered by 31 respondents.

A large majority of stakeholders **agrees** that most ITS applications and services lack of a clear proof of business case.

Only 15 percent believe that there is currently sufficient proof of business case in ITS.

According to the stakeholders the current **lack of interest of the public sector in ITS applications** is the main problem of business development in this field.