



Identifying ITS Opportunities for the HA EC Policy Newsletter: February 2010

■ ITS RADAR INTERNATIONAL PROJECT

This project is providing intelligence for the Highways Agency on ITS developments in Europe and around the world. It is carried out by TRL and AECOM on behalf of the HA. The project summarises key information for decision makers and practitioners on activities related to Intelligent Transport Systems (ITS). The project covers specific areas of key interest to the HA.

Regular newsletters are being produced, covering information which is in the public domain. For more information about the project and the services provided, the web site can be reached at: www.highways.gov.uk/itsradar.

To contact us and let us know what you would like this project to deliver please email us at: ITSRadarInternational@trl.co.uk

■ ABOUT EC POLICY

The European Commission area of the project is designed to inform the Highways Agency about activities concerning policies, legislation, regulations and other initiatives that have an impact on ITS in Europe and are relevant to the Highways Agency. The two key Directorates with responsibilities for ITS in the European Commission are DG TREN (Transport and Energy) and DG INFSO (Information Society and Media).

■ MEETINGS

Intelligent Transport? Debating the future of ITS in Europe event to be held on 22 February 2010

Source: [ERTICO](#)

The event will be held in Brussels, Belgium on the evening of 22 February 2010 and will be hosted by the State of North-Rhein Westphalia's representatives to the EU. Discussions will cover the soon-to-be-passed Directive on the deployment of Intelligent Transport Systems in Europe, as well as further planned action by the European Commission. The event will also feature a talk by Fotis Karamitos of the European Commission.

More information can be found in the [event programme](#). Registration for the event can be done via the [registration form](#).

ITS Radar International will watch for the outcome of the debate

Road User Charging 2010 event to be held over 22 to 23 February

Source: [ERTICO](#)

The Road User Charging 2010 event will be held in Brussels, Belgium over 22 to 23 February 2010. It will include information on costs and benefits and lessons learned from nine current schemes in Europe and around the world.

The event will aim to offer new insights on:

- Global initiatives
- Strategic objectives
- Evaluation strategies
- Funding
- Public policy
- Next generation technologies.

The event will discuss how a successful Road User Charging (RUC) scheme is capable of reducing congestion, encouraging economic and transport growth and having a positive impact on climate change. The following topics will also be addressed:

- An update by the EC on the latest policy proposals and the implications for individual RUC schemes
- The latest developments in European HGV tolling, including examples from the innovative Slovakian scheme
- How to measure and prove the environmental and socio-economic benefits delivered by RUC
- The latest in interoperability, cross-border co-operation and cross-border mobility.

Further information is available at the [event website](#).

HA to consider attending the conference

■ CALLS FOR PROPOSALS

EC call for proposals issued on cooperative transport management systems and eCall pilot

Source: [Europa](#)

On 21 January 2010 the European Commission issued a call for proposals on projects in the Information Technologies Policy Support Programme 2010 (ICT PSP). Two of the objectives of the call are relevant to the HA:

- Objective 1.3 Energy efficient cooperative transport management systems – support for up to 3 pilots with an EU contribution of up to €4m. Pilots should lead to a set of specifications for cities for procuring, testing, installing, operating and monitoring state of the art cooperative traffic management systems and services. These should be based on vehicle-to-vehicle and vehicle-to-infrastructure communications. There will be a focus on energy efficiency in some of the following areas: eco-traffic management and control systems, eco-demand and access systems, eco-navigation and travel information systems, driver

behaviour change and eco-driving. Pilots should involve public authorities and road operators responsible for network operations.

- Objective 1.4 Support to eCall implementation – support for one pilot with an EU contribution of up to €5m. This pilot is intended to prepare for the deployment of the infrastructure needed for the pan-European eCall service. The pilot will involve upgrading Public Service Answering Points (PSAPs) so that they can handle the eCall messages and equipping vehicles which will be used to test the transmission of emergency messages to PSAPs, handling of those calls by the PSAPs and traffic management centres, and integration of other services within the eCall in-vehicle platform. The technologies used in the pilot will be based on eCall standards.

The closing date for the call is 1 June 2010.

More information about the call for proposals, including the work programme and the presentations at the recent information day, is available from the source link above. More information about eCall is available from the [ITS Radar International eCall Fact Sheet](#).

HA to consider possible role in the programme

ITS Radar International will monitor the outcome of the call

■ HOT TOPICS

EU may recommend black box recorders for cars

Source: [Thinking Highways](#)

Results of the EC funded VERONICA project (Vehicle Event Recording based on Intelligent Crash Assessment), recently published on the [VERONICA project website](#) suggest that the EC could recommend the use of “black boxes” in vehicles.

The three year study investigated the feasibility of Event Data Recorders (EDR) to increase safety and responsibility on the roads. The device would record information such as speed, application of brakes, use of the horn and indicators and would monitor safety features specific to each model of vehicle.

The device would be triggered to record by a sudden application of brakes for a duration of 30 seconds before a potential collision and for 10 seconds after. It is anticipated that the information from the EDR would be used to more accurately reconstruct events leading to a collision and inform any subsequent legal action. This, combined with drivers’ awareness of the device being present, should lead to drivers taking fewer risks on the road and therefore becoming safer drivers.

A spokesman for the EU has stated that if the Commission does endorse the findings of the VERONICA project, it will be left up to the individual Member States to choose whether to implement the recommendations.

ITS Radar International will monitor developments in Event Data Recorders

The European Council makes significant progress on adopting the proposed Directive on Intelligent Transportation Systems

Source: [ERTICO](#)

The European Transport, Telecommunication and Energy (TTE) Council made significant progress towards resolving outstanding issues in the proposed Directive for deployment of ITS in Europe during its meeting in December.

During the meeting, the European Parliament signalled its readiness to accept the substance of the text. The Council has now invited the competent bodies to finalise the agreement with the Parliament so that the Directive can be adopted by both institutions once the Council has adopted its first-reading position at a forthcoming meeting.

The proposal for the Directive, the council statement and other documents can be read in full on the [EC website](#).

ITS Radar International will continue to monitor progress of the Directive on ITS

Results of the Stakeholders' conference on a sustainable future for transport

Source: [Europa](#)

The EC has published a summary record of the Stakeholders' conference on a sustainable future for transport that was held on 20 November 2009.

This high level conference took place following the public consultation on the Commission's Communication on the Future of Transport, as reported in previous [ITS Radar International News](#). The aim of the conference was to collect stakeholders' views on concrete measures to consider in the preparation of the White Paper on Transport which will be published in 2010. It was attended by 539 delegates from the whole of Europe, including representatives of industry and public administrations.

The conference was split into 6 themed workshops:

- Integrating the transport modes: the revision of the TEN-T
- The role of technology: new vehicles and alternative fuels
- The main actors of tomorrow's transport system: Transport Users - Safety Security and Passengers' rights
- Integrating the transport modes: the perspective of major users
- The role of technology: ICT in transport and other developments
- The main actors of tomorrow's transport system: the workers.

The summary record can be viewed in full on the [EC website](#).

ITS Radar International will monitor developments in the Transport White Paper

Progress with the European Electronic Toll Service

Source: [European Commission](#)

The European Commission has recently published a four-page document summarising the main points of the European Electronic Toll System (EETS).

This document follows the adoption of the Commission's Decision on the EETS definition in October 2009.

The EETS is intended to simplify the movement of goods and people across the EU by reducing the amount of administrative work required to travel between different charging and tolling regimes, and reduce the congestion that can often be created by tolling plazas. The main concept of EETS is that a road user is only required to have one EETS provider, which the user is free to choose. The EETS provider will then either supply the user with an appropriate On-Board vehicle Unit (OBU), or accept the user's existing one if it meets the technical requirements.

The user will receive a single periodic bill from its EETS provider that will account for all toll charges accumulated by the user while driving in the EU. The charges for the EETS domains and the domains themselves will be defined by the toll chargers. The EETS provider will pay the toll charger according to the user's vehicle circulation in the EETS domain. Tolling policies remain to be decided by the Member States in compliance with EU legislation. Eventually the EETS should enable free-flow (barrier-free) tolling to become widespread, including across borders, as soon as it is fully put into place.

The Commission Decision on EETS definition entered into force on 8 October 2009. The Commission has also made the decision that the EETS is to be available within three years for vehicles above 3.5 tonnes and/or allowed to carry more than nine passengers (including the driver) — and within five years for all types of vehicle. The European Commission will carry out a mid-term review 18 months after the Decision comes into force.

The four page summary can be seen using the source link above. The full text of the Commission Decision on the EETS can be seen in the [Official Journal of the European Union](#).

HA recommended to view the summary document

ITS Radar International will continue to monitor the EETS

■ PROJECTS

No new projects

■ RECENT PUBLICATIONS

'At the helm' - article on the future of traffic management and cooperative systems

Source: [Intertraffic World \(Issue 1, p.50\)](#)

In this article Frans op de Beek, a senior ITS consultant in the Netherlands, discusses the future of ITS and co-operative systems in transport and how policy can aid and guide their development.

Increased usage of smartphones will in future enable a typical user to both receive real-time information, and collect and distribute it from the phone. Intelligent vehicles and infrastructure are now being developed and by 2030, are expected to be with us. Vehicles and road infrastructure will benefit from more, newer Information and Communication Technologies (ICT), allowing for

the communication between intelligent vehicles, as well as intelligent vehicle and the intelligent road.

The Dutch Ministry of Transport's policy framework defines four areas for influencing traffic by:

- Inform (e.g. travel times, weather , road works)
- Warn and advise (e.g. traffic conditions, speeds, routes)
- Guide and instruct (e.g. lane change, safety)
- Intervene (e.g. lane departure warning assistance).

These areas apply to the four major "actors" in the transport system: User/Driver, Intelligent infrastructure, Intelligent vehicles, Network manager/operator. At the moment, a strong link exists only between two of those, the User and the Network operator. The goal of a co-operative system should be to establish clear links between all four parties that work together to inform, warn and advise, guide and instruct, and intervene if necessary.

By 2030 all four major parties should have clear links between each other; this will enable each one of them to take on the leading role during different parts of a journey and depending on the situation. However, in order for this to happen, organisational, commercial and technical architecture needs to be put in place that will guide the development and implementation of such co-operative systems.

■ GLOSSARY

DG INFSO	The EC Information Society and Media Directorate General
EC	European Commission
EDR	Event Data Recorders
EETS	The European Electronic Toll System
HGV	Heavy Goods Vehicle
ICT	Information and Communications Technologies
ITS	Intelligent Transportation Systems: "The integration of information and communications technology with transport infrastructure, vehicles and users" [ERTICO]; "The application of information technology, communications technology, and sensor technology, including the internet (both wired and wireless), to the general challenges and opportunities of surface
OBU	On-board vehicle Unit
RUC	Road User Charging
TENT-T	Trans-European Transport Network programme
TTE	The European Transport, Telecommunication and Energy Council
VERONICA	Vehicle Event Recording based on Intelligent Crash Assessment – an EC funded project