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EU ITS Directive – Update

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Overview

- Background
- Key Features of the ITS Directive
- UK Position during consultation
- ITS Directive
- Six Priority Areas
- 'eCall'
- What are implications of Directive to the UK?
- What Happens Next?

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Background

- Consultations issued alongside ITS Action Plan
- Initial discussions stalled but subsequently prioritised with agreement at December 2010 EU Transport Council
- Negotiations with European Parliament in parallel
- Ratified as a Directive in July 2011. Member States invited to adopt but not mandatory

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Key Features of EU ITS Directive

- Establish framework to accelerate and co-ordinate ITS deployment in road transport and interfaces across EU
- Support road safety, congestion and climate change objectives
- Covers wide range of actions under headings of:
 - Optimal use of road, traffic and travel data
 - Continuity of traffic and freight management
 - Road Safety & Security
 - Integration of vehicle into transport infrastructure
 - “Non-binding measures”

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Key Features of EU ITS Directive

- Provides for:
- Commission to develop specifications in priority areas
- Role for European Parliament (“with scrutiny”)
- Type approval of ITS-related road infrastructure
- Also provides for:
 - Processing of personal data consistent with EU & UK legislation

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UK Position during consultation

- DfT 'position' developed in consultation with ITS (UK) stakeholders and supported by UK Parliament
- Supported principles of Action Plan
- Concerns that case for legislation was not made
- Range of actions too wide & vague, timescales unrealistic
- Potential to cut across existing ITS investments and delivery mechanisms

ITS Directive and eCall

- http://ec.europa.eu/transport/its/road/action_plan/action_plan_en.htm - ITS Directive
- http://ec.europa.eu/transport/wcm/road_safety/erso/knowledge/Content/04_esave/ecall.htm - eCall



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LEGISLATIVE ACTS AND OTHER INSTRUMENTS

Subject: Position of the Council at first reading with a view to the adoption of DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport

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Six Priority Areas

- 1. EU-wide 'multimodal' travel information services
- 2. EU-wide 'real-time' traffic information services
- 3. Data and procedures for the provision, where possible, of road safety related minimum universal traffic information free of charge to users
- 4. Harmonised provision for an interoperable EU-wide 'eCall'
- 5. Information services - safe/secure truck parking places
- 6. Reservation services - safe/secure truck parking places

'eCall' – crash notification

- Aim - reduce injury consequences by reducing time between crash and medical services arrival.
 - 'Golden Hour' principle.
- 'eCall' - automated message to emergency services following a road crash includes the precise crash location.
- Generated either
 - manually by the vehicle occupants
 - automatically via activation of in-vehicle sensors after crash.
- Minimum set of data sent to the 'eCall' operator includes information about the incident including
 - time,
 - precise location
 - vehicle identification
 - 'eCall' status and information about a possible service provider

'eCall' - Progress

- DfT conducting an Impact Assessment
 - 'Break-even Point' not expected until circa 2030
- Inappropriate to add additional cost to customers when purchasing new vehicles however if manufacturers / service providers wish to add eCall and people wish to choose voluntarily then there is no UK objection.
- Discussions with Emergency Services re 'eCall' notifications
 - i.e. 'silent calls' and/or handling processes
- Discussions on linkage of 'eCall' functions to 'Sat Navs' / mobile phones (not bound by the 'eCall' protocols)
- eCall should be related to VIN plating categories
 - Suggest not 'N' category as this can be added to 'M' category)
 - 'N'=Goods vehicles, 'M'=Passenger vehicles
- Proven not to be cost-beneficial to the UK (possibility for Europe)
- Strong Ministerial opinion – should not be adopted as a mandatory requirement – voluntary perfectly acceptable.

What are implications of Directive to the UK?

- Decision on deployment for Member States (subsidiarity)
- Focus on development of performance based *standards* for interoperability across borders
- Focus on a narrower set of more clearly defined priority actions (**scope of actions**)
- Be confined to those actions requiring co-operation at EU level, including prioritising actions on TEN-T (**geographic scope**)
- Build on existing work (including existing EU fora)
- Respect existing institutional delivery mechanisms (private & public)

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What happens next?

- Ratified but no mandatory deployment
- Identifiable hierarchy of priorities
- Recognition of importance of effective UK engagement in development of specifications and standards using existing standards bodies but scope of specifications is open to interpretation
- ITS Directive agreed and adopted – next stages is 'transposition' with any subsequent implementation

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