

# The ITS Directive and National ITS Action Plans

A European Perspective - Ian Johnson IMPACTS Secretariat

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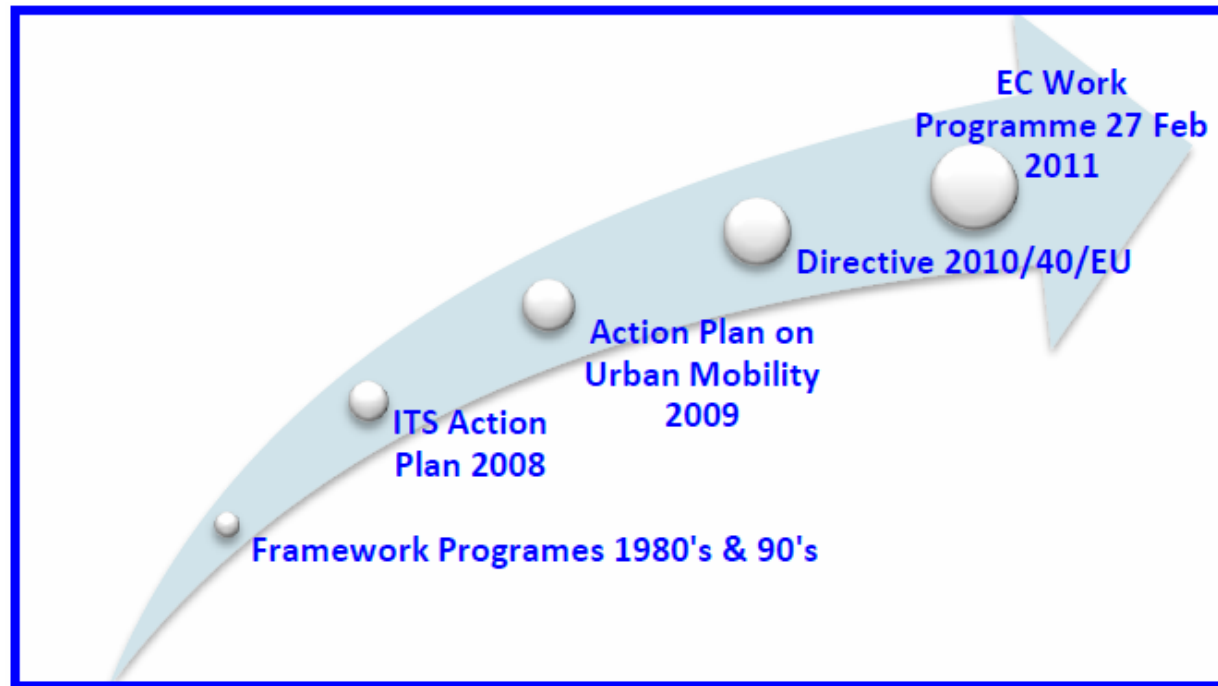


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# Background

## ITS Directive 2010/40/EU



## The Route to the Directive

# Establishing ITS – the Action Plan

## ITS Action Plan 2008

### Why?

ITS acceptance and market penetration - fragmented geographically with poor interoperability presenting barriers to large scale deployment.

### What?

- 24 Specific Measures
- 6 Priority Areas



## Priority Areas

- Optimal use of road, traffic and travel data;
- Continuity of traffic and freight management ITS services on European transport corridors & in Conurbations;
- Road safety & security;
- Integration of vehicle into transport infrastructure;
- Data security & protection, and liability issues;
- European ITS cooperation & coordination.

# Implementing ITS – Urban Mobility

## Action Plan on Urban Mobility 2009

A programme of 20 actions to support sustainable mobility in cities and regions

### Action 20 addressed:

➤ ITS for Urban Mobility

### Including:

➤ Assistance on ITS for urban mobility; and

➤ Interoperability of smart ticketing.



# Urban ITS Expert Group

In December 2010 the Commission inaugurated the Urban ITS Group to:

- Support cities and their main partners to promote the deployment of ITS in urban areas
- Work on exchanging best practice and to elaborate guidelines for key applications in urban areas

*IMPACTS members should follow this group*



# Directive 2010/40/EU - Priorities

## Article 2 - Four priority areas for development of specifications:

- Optimal use of road, traffic and travel data;
- Continuity of traffic and freight management ITS services;
- ITS road safety and security applications; and
- Linking the vehicle with the transport infrastructure.

# Directive - Actions

## **Article 3 - Six priority actions for the development & use of the specifications and standards:**

- The provision of EU-wide multimodal travel information services;
- The provision of EU-wide real-time traffic information services;
- Data and procedures for the provision, where possible, of road safety related minimum universal traffic information free of charge to users;
- The harmonised provision for an interoperable EU-wide eCall;
- The provision of information services for safe and secure parking places for trucks and commercial vehicles; and
- The provision of reservation services for safe and secure parking places for trucks and commercial vehicles.

# Key Deadlines – going forward

- Commission Working Programme adopted 15<sup>th</sup> Feb 2011

*This sets out broad yearly activities 2011-2015*

*A lot is crammed into 2011-2012*

- National Activities in each priority area reported to Commission by 27 August 2011
- Transposition of Directive into national law by 27 February 2012
- National ITS Plans for 2012-2017 reported to Commission by 27 August 2012



# Issues for Cities to consider:

The Directive does not impose a requirement to implement ITS systems or services, but where ITS systems are deployed they must respect the specifications.

## What is meant by:

- "*The definition of **minimum requirements**, for road safety related 'universal traffic information'...*"
- The provision of "*EU-wide **real-time** traffic information services*"
- Specifications that contain "*procedural obligations of the various stakeholders*"

# Issues for Cities: Finance

We are at a time when administrations across Europe are facing tough financial decisions.

## Where is the money coming from?

- Systems need to be future proof
- Existing investments must be secure
- If EU money is available can cities match the funding
- EC launched a consultation study dealing with funding of ITS