



**EXPERT MEETING  
IMPLEMENTATION OF A DELEGATED REGULATION  
UNDER DIRECTIVE 2010/40/EU**

**WORKING MEETING TOWARDS THE IMPLEMENTATION OF DATA AND PROCEDURES FOR THE  
PROVISION, WHERE POSSIBLE, OF ROAD SAFETY RELATED MINIMUM UNIVERSAL TRAFFIC  
INFORMATION FREE OF CHARGE TO USERS**

**Minutes of the Expert Meeting on 11 October 2013  
TEN-T Executive Agency, Brussels**

*Chairman: Ms Claire Depré, Head of Unit, DG MOVE C3, Intelligent Transport Systems*

*Participants: See attendance list in Annex*

**WELCOME AND TOUR DE TABLE**

The Chairman welcomed the participants to this meeting of national experts appointed by the Member States (MS) to discuss the process of implementation of the specifications on **“data and procedures for the provision, where possible, of road safety related minimum universal traffic information free of charge to users”** adopted on 15 May 2013 under Directive 2010/40/EU<sup>1</sup> ("ITS Directive") and published in the OJEU on 18 September 2013.

The delegated regulation is available via

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32013R0886:EN:NOT>

After having thanked the experts for their interest and dedication, the Chairman reminded the objectives of the meeting i.e. share experiences / best practices; identify opportunities for MS collaboration; discuss remaining issues and clarify interpretation.

Then the Chairman gave an overview of the agenda structured around national approaches and latest advances on data coding formats and monitoring technologies. This meeting was the first opportunity since adoption of the specifications on road safety related traffic information to discuss their practical implementation and learn from some more advanced work or national practices. It was highly welcomed by the MS experts.

These words of introduction were followed by a quick 'Tour de Table' where all participants briefly introduced themselves and the institutions they represent.

---

<sup>1</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2010:207:0001:0013:EN:PDF>

## **IMPLEMENTATION FRAMEWORK IN FRANCE**

First, the Chairman invited the representative of the French Ministry of Ecology, Sustainable Development and Energy to open the floor with a presentation on the implementation framework for the provision of road safety related traffic information in France.

The French authorities have started to work on the implementation of the delegated Regulation, with a view to enhance existing services, foster the development of new services, facilitate the procedures for concerned stakeholders and ultimately support annual reporting to the Commission.

The questions to be tackled by the national authority in collaboration with the stakeholders, concern the assessment of events relevance and data quality (i.e. disaggregated CBA needed, technological choices), the design of the DATEX II node and access to data (i.e. static VS dynamic, beyond road safety related, beyond the TERN only), the assessment of compliance with the requirements of the Regulation (i.e. format of self-declaration, exact scope), the provision of information and harmonisation of presentation to end users (i.e. broadcasting, events prioritisation).

Main stakeholders had been identified, a steering committee (SC) has been set up and 4 working groups (reporting to the SC) have been formed to work on:

- State of the art and perspectives for road operators of the TEN-T
- Event / conditions detection and data collection (availability, exchange, re-use)
- Information provision
- Assessment of compliance

A work plan has been defined (with milestones in March, June and September 2014). Next steps are the organisation of a workshop in December 2013 to inform all the stakeholders, and the launch of an Impact Assessment / Opportunity Study including state of the art and CBA.

DG MOVE informed the experts that TISA working group on the ITS Directive was considering exploring the issue of “harmonisation of the presentation of the content of the information to end users” (as per Article 8).

## **ARRANGEMENTS FOR ASSESSMENT OF COMPLIANCE IN UK**

Then, the Chairman invited the representative of the British Department for Transport to continue with a presentation on the provision of road safety traffic information and how assessment of compliance could be implemented in UK.

The presentation offered a very detailed overview of the state of the art in Great Britain + Wales + Scotland + Northern Ireland demonstrating how UK is already compliant with the minimum requirements of the delegated Regulation on road safety related traffic information.

The Department for Transport and Highways Agency engaged with all the stakeholders (e.g. local authorities, Inrix, TrafficMaster, Nokia, Tom Tom, Google, BBC) and did an extensive assessment of the provision of road safety related traffic information in UK,

examining all the requirements of the Regulation, and covering all road operators and networks, all events/conditions of the Regulation, all type of information incl. driving advices and channels of dissemination.

In UK, many data are already collected by the public authorities / operators through various sources (e.g. static, real time, queue detection using MIDAS loops, CCTV camera and loops for lane running, ANPR data for journey time, patrols for incident management) and for different purposes (e.g. trends and statistics, modelling, travel information, network / incident management). In addition to the usual dissemination channels in use (e.g. VMS, radios, sat nav, mobile Apps, websites / journey planners, digital maps, phone lines / SMS / emails), social media such as twitter are fast emerging. Public and private actors are involved; although private providers are mainly concerned with congestion related traffic information incl. beyond the TERN (i.e. cause and effect of congestion are conveyed to drivers), whereas the Police, Highways Agency, local authorities ... ensure the provision of road safety related traffic information free of charge to end users. Therefore publishing private event data in DATEX II would duplicate public data, add cost and complexity. All events are time stamped and updated where needed. DATEX II access nodes are in place in Great Britain and Scotland, where private providers rely on such public data feed to provide above minimum traffic information. Where relevant, floating car data will be bought by public authorities to support events detection (this is currently in trial).

With respect to the assessment of compliance (as per Article 9), ITS UK will develop a catalogue of the services available incl. list of suppliers, data types, location maps, channels/URLS of DATEX II.

DG MOVE acknowledged this overview was a good example of a state of the art which could be inspiring for other Member States. DG MOVE also stressed that although ITS UK had a well-recognised expertise as well as long lasting experience making it a good support to the Department for Transport and the Highways Agency, they could not take the role of a national body charged with the assessment of compliance on behalf of the national authorities. A body linked one way or another with market interests is not fully independent.

## **NATIONAL ACCESS POINT IN BELGIUM**

Finally, the Chairman invited the representative of the Service Public de Wallonie to present the Belgian approach towards the definition and implementation of a national access point enabling the access and sharing of data.

Reaching an agreement for the whole of Belgium had been a difficult task considering the national circumstances (i.e. Federal bodies are the competent and responsible authorities for road safety).

The Belgian approach consisted in setting up a single access point at national level for a combination of regulations (e.g. road safety related as well as trucks parking). A one stop shop / national data warehouse was not feasible (too long and costly). Therefore the national access point would take the form of a national website indicating a contact person per region, distinct URLs for static data and dynamic data, and date of update. Data will be managed directly by the Regions in charge.

DG MOVE acknowledged that the proposal from Belgium on its national access point was pragmatic and acceptable. As mentioned in the delegated Regulation the national access point can take the form of a repository, registry, web portal or similar.

Germany offered to share their experience with their Mobility Data Marketplace (MDM) since the metadata structure could be inspiring for other Member States. The MDM will serve as the national access point for Germany.

The Chairman thanked the speakers and invited the participating experts to raise questions and share their experiences.

## **DISCUSSION**

Several Member States raised their concern about the assessment of compliance (Article 9). Setting up 28 different bodies would be complicated, inefficient and costly, whereas an EU-wide body could better centralise the collection and assessment of inputs (at EC or TEN-T level). Also the procedure of self-declaration should be harmonised.

Because several EU regulations similarly request an independent controlling entity, DG MOVE suggested that part of the solution could be to call on a body available at national level already established for other sectors (e.g. telecommunications, energy). DG MOVE confirmed that a European entity was not feasible and that MS had room for manoeuvre to test their solutions in real life.

Some Member States wonder whether the certification of some very specific aspects of the services provision, with a view to enhance and ensure the quality of the services to users and avoid any liability issues, could be necessary (in addition to self-declarations and random checks only).

DG MOVE acknowledged that end users should be provided with good quality road safety related traffic information at no extra cost, but sharing of data through the national access points will not necessarily be free of charge. This was for Member States to decide whether they want to buy privately sourced data, and define contractual agreements accordingly (incl. quality conditions).

Member States conducting their own state of the art (incl. quality and compliance issues) and sharing their results (for instance at the time of first reporting to the Commission) would help to identify (collective) solutions. Member States will learn from experience.

DG MOVE welcomed this suggestion.

Social media / probe data could be an additional (cheap?) source at disposal of operators but would not replace all loops, CCTV... Such data must be fed to operators and providers, also to ensure consistency of the information disseminated free of charge via VMS, on-board devices... When the Police report events based on phone calls, they first check the accuracy of the reports. The quality and legal issues behind the use of social media should be further investigated (as part of a state of the art incl. CBA).

TISA / DATEX expert reminded that road safety related traffic information, quality schemes, services monitoring did exist at national levels (usually based on good will). The obligation regarding the assessment of compliance concerned static characteristics of the services, but did not call for 24h monitoring, quality assessment or certification

(although this could be useful at a later stage). Member States should remain pragmatic in their approach and not hang on to aspects not covered by the specifications. The set-up of an EU platform for the exchange of best practices among Member States could be helpful.

## **ROLE OF BROADCASTERS**

Then the Chairman welcomed the expert from the European Broadcasting Union (EBU) to make a presentation on the state of the art of broadcasting in Europe.

There are hundreds of millions of radio devices in the market nowadays, with every car fitted with a radio device on board (i.e. FM all over, DAB/DAB+ growing). In this context, the EBU has got 85 members through-out Europe, with most of them being public service broadcasters dependent more or less on Member States, and others being commercial radios.

Digital radio will become a reality sooner or later. The Euro-Chip initiative supported by major European Broadcasters enables to listen to free-to-air simultaneously to analogue and digital radio on all devices, especially on smartphones and tablets. Also Ford wants to foster connected car offerings (i.e. development of an open API connecting all smartphones).

The (natural) core mission of public service broadcasters (PSB) is to inform about important issues of daily life, therefore including road safety related traffic information. In particular broadcast technology has the advantage of being cheap in terms of distribution (i.e. single to multi-point), having no additional costs for consumers (i.e. licence fees already paid for), covering whole of Europe, being widely received in cars and via mobile devices, and being stable in emergencies (i.e. no data congestion).

Rarely PSB broadcast traffic information only, but all are dedicated to inform their audience asap on relevant traffic issues. Broadcasters dedicated / specialised in traffic information are mostly non-commercial radios and are used to provide information on traffic incidents above other programmes. In order to offer maximum flexibility and respect constitutional provisions of each Member States on freedom of expression / freedom of the press, the EBU expert recommended that interpretation of the term “broadcasters dedicated to traffic information” should be left to Member States.

DG MOVE reminded that the focus on “broadcasters dedicated to traffic information” (for which no definition existed indeed), by opposition to any broadcasters, was included in the delegated Regulation following a request by Member States experts at the time of development of the specifications in order not to interfere within broadcasters business and overrule the freedom of the press. The broadcasters outside the scope of priority action C on road safety related traffic information are not concerned by the specifications. Also DG MOVE stressed that the delegated Regulation had been adopted and published (i.e. the text is fixed and will not change).

DG MOVE stated that the delegated Regulation did not aim at modifying the activities of the broadcasters dedicated to traffic information, but simply requested them to integrate road safety related traffic information into their services. DG MOVE pointed out that Member States were able indeed to interpret the law and were not asked to monitor the activities of the broadcasters.

In some Member States guidelines dealing with the roles and responsibilities of the (traffic information) broadcasters do exist already. For instance these guidelines can list the categories (or classifications) of messages according to their danger level and define actions to be taken when an event of these classifications is detected (e.g. radio programs must be interrupted immediately when a ghost driver warning is received).

DG MOVE proposed to develop a FAQ clarifying several of the issues raised during the meeting to avoid misinterpretations. Such a FAQ would be a living document updated as and when necessary. In addition, DG MOVE will pursue its dialogue with national authorities as needed.

Then the Chairman closed the discussion and called for a lunch break.

### **CODING FORMATS (TMC, TPEG, DATEX)**

The chairman re-opened the session and invited German experts to present an update of TISA recent work on coding standards.

The delegated Regulation did not provide exact events description for each of the 8 categories of Article 3 supporting a direct transcription into the main EU standards in use in the area of (road safety related) traffic information i.e. ALERT-C, RDS-TMC, TPEG-TEC, DATEX II. Each relevant standard has its own way of describing the traffic domain (e.g. main objects, attributes, permissible values). So, in order to avoid non-interoperable individual transcriptions, a common interpretation of each provision of the specifications applicable to each standard was needed.

TISA and DATEX working groups called on their experts from the public and private sectors to develop a single document describing how individual provisions of the specifications (i.e. messages content) should be mapped consistently to EU standards. The draft version of the document is under validation and should be published by the end of 2013 (on <http://www.tisa.org/>)

The mapping dealt mainly with event classification level (i.e. event code or main object) although in some instances the attribute level was required to distinguish specific provisions or because some categories did not exist in all standards (i.e. different types of blockage are all mapped to the same cause / sub-cause in TPEG). Only relevant codes / objects for each event / category from Article 3 have been selected and no new items have been introduced. The work focused only on Article 3 (message content) but not on Article 4 (information incl. advice to drivers). Similarly, location has not been harmonised. Harmonisation of location containers would require much more work and was not immediately needed for the implementation of the delegated Regulation. The resulting document is not a cross-standard mapping neither a universal conversion recipe, but a set of requirements (i.e. checklist) enabling Member States to develop further country profiling and providers to use TPEG or TMC for information dissemination.

DG MOVE welcomed this piece of work by TISA and DATEX experts since it will contribute to consistency and interoperability of road safety related traffic information services. DG MOVE will circulate this document across Member States once finalised to avoid duplication of efforts and development of different mappings.

## MONITORING TECHNOLOGIES

Then the chairman invited the representative of the Finnish Transport Agency to present the latest development on technologies for monitoring ITS services and related quality.

Monitoring is a pre-requisite for any ITS services. Therefore Finish experts worked on a definition of quality criteria and target values which would be realistic and could be monitored (and assessed) in practice. For instance, latency and error probability are the most challenging quality criteria to monitor, some of the road safety related events are more difficult to monitor than others, and service levels are uneven, or not up to the level expected, depending on the type of road safety events. Finish experts suggested tentative figures for service level requirements in Finland.

Although it remains difficult to detect the end of an event and enhance the overall quality of the services, the multiplication of data sources available and the new technologies emerging (e.g. CCTV, weather station, observations, sensors, radar, cooperative systems, floating car data, cellular) will help to improve ITS services monitoring. Subsequently, rules will need to be defined when using 3<sup>rd</sup> parties inputs.

In order to progress further with these many issues, pilots for intensive incident detection and associated information delivery are planned in Finland. Some road sections will be selected and pilots would consist in automatic monitoring, interpretation of situation, incident alerts and information notifications.

Impact on road safety relies on high service quality what in turn requires good monitoring. The most promising elements for the future will be the automation in status assessment, cooperative systems, and the use of a multiplicity of data sources including (validated) road users' feeds, floating car data, cellular/phone data.

Portugal mentioned an App for road users available in Portugal which enables users to be informed about traffic events but also to inform the traffic centres / road operators and any other cars around of the events encountered. This App already covers 4 of the road safety related categories. Users' feeds were validated whenever more than 5 similar information within a given area were received.

Some experts pointed that quality was core to road operators (above and beyond priority action C on road safety related traffic information), and believed that mixing different technologies and assessing their collective benefits will be the way forward. Improvements will come from various paths e.g. road operators, GSM operators, cooperative systems. Quick wins can be achieved through monitoring of (promising) technologies, combination of solutions and collaboration. Both data quality and service quality should be considered. To this end, all the steps along the value chain should safeguard the good quality of the inputs. Data monitoring is only one aspect, whereas data processing is also crucial. Member States need to learn from each other on quality issues, and in this respect, Finland is inspiring.

## CONCLUSION

DG MOVE concluded the meeting by reminding that several parallel initiatives could contribute to the implementation of the delegated Regulation e.g. iMobility forum (various WGs), TISA WG on the ITS Directive (e.g. coding standards, harmonisation of

presentation), European ITS Platform (e.g. methodological activities on access points, data and information quality, VMS harmonisation, DATEX II development).

In this respect, DG MOVE welcomed very much the collaborative initiative from TISA and the European ITS Platform (EIP) starting a joint project on quality of road safety related traffic information, and holding their first open meeting on 21-22 November 2013. In order to progress further on the issue of quality and assessment of ITS services, the Commission would undertake a study on the topic, building upon past actions and in conjunction with other national and European initiatives (public or private).

DG MOVE also stressed that future opportunities supporting the deployment of ITS services and systems along key European corridors will materialise with the upcoming TEN-T Call 2013 and the Connecting Europe Facility from 2014 onwards, complemented by R&D through Horizon 2020.

DG MOVE will provide elements of clarification on independence of national bodies assessing compliance and national access points as part of the Minutes.

DG MOVE will work further with national authorities, the EBU experts, its colleagues from the Legal Service in order to clarify the role of broadcasters in the context of priority action C on road safety related traffic information.

DG MOVE will elaborate a FAQ on road safety related traffic information.

DG MOVE will investigate how to set up a 'wiki' / online forum enabling the sharing of experiences among Member States experts and easy circulation of documents.

DG MOVE suggested holding **another Member States expert meeting in approx. 10 months** where **Member States experts will share the outcomes of their national state of the art**, including notably the various elements discussed during this meeting (e.g. organisational framework, assessment of compliance, data access points, data quality and service quality monitoring). Such state of the art will feed into the reporting exercise mentioned in Article 10 of the delegated Regulation.

DG MOVE thanked again all participants for their dynamic and positive contribution, and closed the meeting by inviting all the experts to join the EC ITS Conference 2013 on 2 December in Brussels (information and registration available on [http://ec.europa.eu/transport/themes/its/events/2013\\_12\\_02\\_its\\_conference\\_en.htm](http://ec.europa.eu/transport/themes/its/events/2013_12_02_its_conference_en.htm) Regist)



## ANNEXES

### Attendance List

Participants
Austria
Belgium
Czech Republic
Germany
Denmark
Finland
France
Greece
Ireland
Italy
Netherlands
Norway
Poland
Portugal
Romania
Sweden
Spain
United Kingdom
European Parliament
European Commission