



EUROPEAN COMMISSION  
 Directorate-General for Mobility and Transport  
 Directorate B - Trans-European transport networks & Smart transport  
 B.4 - Clean transport, Urban transport & Intelligent transport systems (ITS)

EXPERT GROUP

INTELLIGENT TRANSPORT SYSTEMS FOR URBAN AREAS

First Meeting  
 8 December 2010  
 Brussels

- Minutes of the Meeting -

Date: 05/02/2011  
 Version: 1  
 Authors: Yann Briand, Guido Müller



1. INTRODUCTION – THE POLITICAL CONTEXT

*Jean-Eric Paquet – European Commission, DG Mobility and Transport*

Jean-Eric Paquet recalls the importance of this Expert Group for the European Commission (Commission) and its work on urban mobility in a new political framework. The EU 2020 Strategy intends to save the European socio-economic model and find growth under changed framework conditions, e.g. for energy and climate. The Commission is willing to support a smart and sustainable policy in which transports represent a key challenge.

A White Paper on mobility and transport will be issued in spring 2011 and will outline European transportation strategy for the next ten years and a vision until 2050. In the future innovative low carbon and efficient systems are to be defined, and cities are central hubs for passengers and logistic shifts. Cities are systems themselves.

This Expert Group is expected to make proposals on intelligent transport systems for urban areas in the next 10 years through the elaboration of guidelines and the promotion of best practices. These standards are meant to provide guidance for European cities and support better efficiency and interoperability.

2. INTRODUCTION OF MEMBERS

In a short 'tour de table' the members of the Expert Group introduce themselves briefly and explain their main interest and motivation to participate in the group. A short summary is included in the Annex (see list of participants).

3. TERMS OF REFERENCE OF THE EXPERT GROUP

*Magda Kopczynska – European Commission, DG Mobility and Transport*

The work of the group is influenced by a number of important framework conditions. Among them Magda Kopczynska mentions the following:

- § wide diversity of European cities
- § customer- and market orientation: useful services, user acceptance
- § complexity of ITS :main challenges are organisational and economical
- § interoperability and continuity as important goals

During its 24 months of activity the Expert Group will be in charge of three tasks:

1. Identify and exchange best practice for the key applications of urban ITS ,
2. Elaborate guidelines for the key applications (specific regard to interoperability and continuity),
3. Identify the need for further standardisation on a European level.

The fields to be tackled by the Expert Group have been identified following a consultation of stakeholders associations and a workshop in March 2010. Four key applications are proposed:

- § Travel and traffic information
- § Smart ticketing

- § Traffic and access management
- § Urban logistics

Under the ITS Directive 2010/40/EU two other groups are created which have to be closely informed:

- § The European ITS Committee represents the 27 Member States and their national perspectives while considering the process to reach specifications. The first meeting is scheduled on 16 December 2010.
- § The European ITS Advisory Group will be composed of major stakeholders of the domain. The group is not yet established.

The Terms of Reference include the standard rules of procedure for Commission expert groups. Magda Kopczynska highlights three basic principles: decisions built on consensus, avoidance of any conflict of interest and confidentiality of all deliberations.

The Terms of Reference (version of 22 November 2010) are adopted by the group.

#### 4. WORK PLAN AND EXPECTED OUTPUTS

*Guido Müller – European Commission, DG Mobility and Transport*

Key purpose of the Expert Group is to develop guidance and support best practices exchange in close cooperation with the main stakeholders, especially from local authorities. The Expert Group is meant to deliver a set of best practices displaying some outstanding implementations of ITS in Europe, guidelines to support a pan-European approach of forthcoming deployments and the identification of needs for standardisation.

Within the group the roles will be distributed as follows:

- § The Commission (MOVE Unit B.4) will chair the group. MOVE B.4 will also manage the secretariat, ensuring cooperation with other DG and reporting activities to the ITS Committee and ITS Advisory group.
- § Expert Group members will contribute to the work, providing independent opinion in their expertise. External experts and observers may be invited to contribute.
- § The external support will provide meeting minutes, topics analysis, templates and a first collection of best practices after 6 months.

Main deliverables and timeframe:

- § Work plan: M1
- § Report on best practices: M6
- § First collection of best practices: M12
- § Draft guidelines: M13
- § Report on standardisation needs: M17
- § Best practice in urban ITS: M20
- § Guidelines: M24

It is worth to note that due to the limited resources only the four identified key applications will be addressed. Themes like enforcement, safety, inter-urban or long-distance applications are considered out of the scope of this group.

The group will meet 3 times a year, each of the next meetings will address more specifically one of the four key applications.

Sub-groups can be established to work on specific items, if needed.

There are several other initiatives where links should be regarded: the ITS Action Plan and ITS Directive 2010/40/EU, the Action Plan on Urban Mobility, the CIVITAS programme, EasyWay (TEN-T), related EU-funded research projects (e.g. CONDUITS, i-TRAVEL, WISETRIP, IFM Project, 2D CECIDE, BESTUFS II, SMARTFREIGHT), as well as the former ITS City Pioneers (1996-1998 in TEN-T programme).

A website dedicated to file sharing restricted to Expert Group Members and the Commission will be set up on CIRCABC and maintained by the Commission. Discussion among the group members can also be facilitated by the website.

On the public EUROPA website a dedicated section on urban ITS can be found at [http://ec.europa.eu/transport/its/road/action\\_plan/its\\_for\\_urban\\_areas\\_en.htm](http://ec.europa.eu/transport/its/road/action_plan/its_for_urban_areas_en.htm).

#### Roundtable

- § Can the outputs of the group be presented in other groups, e.g. European projects, associations?
  - Associations and groups will be recipient of the meetings' summaries. The Commission wishes to limit the dissemination of draft production.
- § Two years appears to be a long period from a technological perspective
  - The Commission is currently engaged in the elaboration of a Transport White Paper and in the implementation of the Urban Mobility and ITS Action Plans. The group should consider a 10 year perspective and focus on the practical.
- § Is Galileo concerned within this group?
  - Although it has not been put on the agenda, dedicated experts could intervene. The group should also keep in mind that Commission is willing to focus on solutions implemented by the market.
- § There are many disparate local initiatives regarding urban ITS. What are the intentions of the Commission?
  - Commission does not intend to impose but to facilitate and foster deployments. Commission wishes to observe more implementations and therefore expects concrete and practical ideas from the group.
- § What are the content and the structure of the guidelines? How will they be made useful?
  - Structure is to be defined. The guidelines should account for the diversity of situations to be useful. The group should propose a pragmatic approach, providing benefits and added-value to the users.
- § How will the work be balanced between the experts and the external support?

- Per item a group will be set up and a rapporteur identified, supported by the consultants. Activities will be balanced between the experts, the Commission and the support.
- § There is a need to limit the scope of the work. It is important that the advice from the expert group will be clear, concise and usable. Concrete advice to further the cause for ITS in urban areas is needed.
- § The guidelines or further specifications should not focus only on technology but more on organisational aspects. Stakeholders have knowledge of best practices. The issue is to transfer the know-how.
- § Existing material published in the “ITS city pioneers” project or in more recent projects should be integrated in the reflexion.
- § The group should keep in mind that end-users of the urban ITS are EU citizens, and that the work of this group should eventually be beneficial to this audience.

The Work Plan (Version 1 of 22 November 2010) is adopted by the group .

## 5. GUIDELINES FOR URBAN ITS

*Guido Müller – European Commission, DG Mobility and Transport*

The guidelines will aim to promote the use of ITS in urban areas and foster interoperability and continuity of services. The guidelines will target the organisations in charge of decision making and technical deployment of ITS on local level.

The guidelines will have an official status but will contain non-binding recommendations. They should be complimentary to other existing toolkits and suitable for urban areas with the 27 Member States of the EU.

The level of detail should reflect a compromise between a strategic level for decision-makers and more details for technical staff.

Some examples have been distributed to illustrate the different possibilities.

The Commission expects a general agreement on the guidelines (format and scope) for the March 2011 meeting.

### Roundtable

- § What is the definition of ITS to be considered?
  - The definition is contained within the ITS Directive:
 

“Intelligent Transport Systems (ITS) are advanced applications which without embodying intelligence as such aim to provide innovative services relating to different modes of transport and traffic management and enable various users to be better informed and make safer, more coordinated and ‘smarter’ use of transport networks.”

- § The EU is characterised by the diversity of its urban areas. Guidelines should reflect this diversity but identify commonalities. Guidelines should propose an overview of the ITS measures implemented onsite.
- § Guidelines should integrate the “capacity dilemma”: ITS aim to optimise the use of networks through the maximisation of their capacities, and in parallel current policies often focus on a reduction of motorised traffic.
- § Guidelines should propose deployment scenarios, define roles of actors and identify the efforts to be provided. Eventually ITS services should propose economically sustainable models.
- § Guidelines should be able to quantify the gain ITS will provide for operators and end-users.
- § Guidelines should be a mean to communicate on ITS, and to convince target audiences.
- § Due to the limited resources of the whole exercise, the question has been posed if the guidelines should have a specific focus.
- § There has been discussion on the format of the guidelines and the Commission agreed to send out a brief paper on their view.

### Next Actions:

1. Questionnaire on interest and experience	Expert Group	14/01/2011
2. Scope of guidelines	Commission	January 2011
3. Comments on guideline scope	Expert Group	February 2011

## 6. KEY APPLICATIONS

*Guido Müller – European Commission, DG Mobility and Transport*

Each discussion about one of the key applications was introduced by a short summary of the key outcome of the workshop on 18 March 2010 and some proposals for discussion questions.

### 6.1. Traffic and Travel Information

Traffic and travel information include data from traffic sources (flow of all vehicles) and information on travel (door to door trips from end-user perspective).

Traffic and Travel information have previously been ranked as top priority of the ITS applications. It should integrate both policy and user perspectives, aspects of multi-modality and being considered in a regional perimeter. The reflexion should also take onboard the involvement of private stakeholders together with public providers.

### Roundtable

*The Commission has outlined issues to support the debates:*

### § Is the 'larger urban zone' the main level?

- The Expert group states that the scope is an urban region including a city, however the scope should include commuters. Expert group added that cities have been used to manage cars but should now include the whole mobility chain in their reflexion. Operators have in mind that feeding end-user with traffic and travel information should contribute to the optimisation of the networks.

### § Which requirements are to be defined for access to traffic data: revenue, ownership, copyrights and control of use? What could be the roles of public and private services? What could be the role model?

- The chain of actors connects data providers, integrators of content, traffic managers, services providers and eventually end-users. In this chain, the place(s) and role(s) of public and private should be identified.
- The Expert group expresses different positions on public data: real-time data are not commercial goods and should be freely accessible to public providers; the infrastructures being public, data should be seen in that case as a public good.
- It was proposed that all public transport contracts should include an obligation to provide data to the local/regional authority.
- Regarding the involvement of private parties, the issue relies in the lack of business model identification, the current situation demonstrating that efficient public travel planners are publicly financed. In the meantime small cities represent small markets for which business cases are complicated to identify.
- Experts add that data have a cost, which private investment could support. In a way public involvement should not limit private development, but private services should propose added value. Including private partners in the loop should generate revenues to maintain ITS operating.
- Future guidelines may include requirements on the type of data to be made available, not on the use of data.

### § Is data quality and quality management a major issue?

- Experts recall that the major issue of traffic and travel information concerns the availability and quality of real-time data. From an end-user perspective the best information is the most accurate and reliable, whether it is provided by public or private means. The lack of business cases for B2C models is reaffirmed.

## 6.2. Traffic and Access Management

Traffic and Access Management is a central concern for local operators. Operators expect some feedback on the effects of the implemented measures, namely cost-benefit and performance indicators. Cost of the latest technology is an important factor.

There is a strong indication that reliability is more important than speed for the transport user. So the management of traffic should be about continuity of service.

Expectations and targets are different from traffic and travel information but private parties are also included in the chain. However roles and responsibilities are yet to be clarified.

### Roundtable

*The Commission has outlined issues to support the debates:*

#### § Does this application focus on the larger cities?

- Experts consider that the size of cities does not matter; mid-size cities have to tackle similar transport problems and fall under European legislation, but with fewer resources.
- Experts recall that local and long-distance travellers could hardly be dissociated, since they use the same network side by side. This mixed use of the infrastructure lead to address connexions between urban ITS and ITS for corridors.

#### § How could services combine interests of public and private players? How could roles and responsibilities be clarified?

- Commission and expert specify that concerns around zone regulation (and charging) are very local and should be addressed by local policy. However the group could contribute to its promotion through best practices dissemination.

#### § Should the management of traffic be concerned primarily with continuity?

- Management should not focus exclusively on road; cities may intend to manage public transport even if it disturbs private users.
- Experts recall that congestions are also generated by users looking for parking places. Therefore parking management and the associated guidance could be an application supported by ITS.

## 6.3. Smart ticketing

Smart ticketing is one of the urban ITS application with the highest growth rate at the moment. There is a diversity of possible supporting media for these ITS solutions, and the identification of a converging mean is an issue. Interoperability from a technical perspective as well as from a geographical perspective is to be supported by standardisation. Besides, the integration of multi-application solutions, based on different media and standards, is to be addressed.

### Roundtable

*The Commission has outlined issues to support the debates:*

#### § How can the group give guidance to a sector which evolves quickly?

- Experts specify that when addressing smart ticketing, one should not think about the system(s) but only about the service(s) to be proposed. A series of examples are evoked: Denmark currently intends to set up one single mobility card, based on smart phones. Main issue is to manage the incomes between all operators. The Netherlands implemented one public transport card for the whole country.

#### § What is the most promising way forward: convergence with general payment media or operator-specific systems?

- Commission services ask whether it is worthwhile to investigate interoperability instead of supporting individual electronic ticketing schemes.
- Experts consider that smart ticketing implies major investments for which it is sometimes complicated to convince political stakeholders. The role of banks and telecoms may be crucial in this domain. Moreover transport authorities should not focus on the ticket, but more on the support for payment. In this perspective contactless credit cards are an interesting solution when there is no need for booking.

§ **Are the existing standards sufficient? Do the group need to make further inquiries?**

- Experts consider that standards are available and that they are good. Issues are often related to some organisational constraints (i.e. number of stakeholders involved), the identification of common fare and the management of incomes.

§ **How could interoperability be balanced versus local needs?**

- Feedbacks from the experts define interoperability as a local issue, “people are happy to get one single card in their city”. They consider that the challenge at local level is to integrate all stakeholders, from transport operators to parking managers and bike or car sharing companies.
- The IFM project has recently made real progress towards common standards and interoperability via multi-application schemes.

#### 6.4. Urban logistics

Urban logistics appear to be a local organisational challenge for which ITS solutions may be an adequate tool. The haulier community had previously demonstrated its support to the deployment of ITS solutions, its implication in the urban area could ease the identification of solutions. However all logistic solutions have the specificity to involve a large number of private stakeholders. The notion of partnership in this activity should then be investigated.

#### Roundtable

The Commission has outlined issues to support the debates:

§ **Does urban logistics need specific tools?**

- Some solutions identified by the experts could benefit from an ITS support: dynamic parking bay management; the definition of urban logistic zones, associating management measures. Experts specify that the granularity of freight activities should be specified. These activities go from small parcels to large containers management. Eventually a major urban issue is the delivery of small parcels, provided by small vans parked on bus lanes.

§ **What is the level of awareness of public authorities? What are the links between logistics and traffic management?**

- Experts provide feedbacks on local experiences. It appears that some cities are working on access limitation to deliverers. Some experts advocate that urban logistic should be directly connected to air quality considerations, making logistic a great study

case to promote sustainability in urban areas. Experts also consider that this activity is a great opportunity to encourage cooperation between rail and road.

- Regarding traffic management, experts consider that both logistic and freight management issues are very local and could hardly be handled at a broader level. We have come a long way with public transport priorities in the street system, but not very far for other commercial transport.

§ **Should the guidelines cover measures for fleet management which improve internal efficiency? Could the deployment of ITS systems for trucks be considered easier?**

- The involvement of fleet companies implies that there will be a cooperation basis. The cooperation scheme to be identified suggests that two aspects need to be explored: the limitation of freight impacts, and solutions from which hauliers can get advantages of these measures.
- There is a need to speak to some organisations from the distribution industry, which is rather competitive and not so eager on cooperation.

§ **Is there a role for public transport?**

- One example is quoted: public authority in Vienna provide logistic service while collecting waste and maintaining the network.

## 7. URBAN ITS BEST PRACTICES

*Guido Müller – European Commission, DG Mobility and Transport*

The group started the work with discussing user needs and expectations from best practice exchange.

The very first mean of Urban ITS best practices will be to foster the cross-fertilisation on key applications between stakeholders. The potential target group will be the user community, represented by this expert group. It is understood that best practices should not be limited to success stories only, but could also benefit from information about unsuccessful implementation of urban ITS, if this information is made available.

First step in this approach is to define a standard format and criteria to collect and classify best practices (best practices). The group will be assisted in this task by the support contract.

#### Roundtable

§ Why should best practices be “innovative”?

- They should provide new and creative solutions to common transport problems. Depending on the level of experience of the targeted reader innovation could mean very different things. It is therefore not an objective category.

§ Why is the collection of best practices limited to Germany, France, the Netherlands and UK in the support contract?

- Due to limited resources in the first step the collection is limited to these 4 languages. It is expected to continue extend this in a follow -up. The best practices provided by the group members are not limited.
- § Best practices should focus on the "how to", on the implementation methods to deliver the solutions.
- § The approach could be structured around common issues, for which best practices will provide responses.
- § The template should contain context and issues, strategy and benefits and process evaluation. It may then identify different solutions and a best candidate.
- § Best practices should have delivered results. Benefits should notably illustrate impacts on the use of network and socio-economic analysis.
- § The organisational aspects and the reasons for success or failure should be included.
- § An open issue was the "granularity" of a best practice: is it about a full service or about a solution to a very specific issue?

Next Actions:

1. Criteria and structure for best practices	Contractor, EC	January 2011
2. Template for best practice collection	Contractor, EC	February 2011
3. Comments on criteria/structure and later template	Expert Group	February 2011

**8. NEXT MEETINGS**

- Wednesday, **9 March 2011**, Brussels focus on smart ticketing
- Wednesday, **8 June 2011**, Lyon focus on traffic and travel information

**APPENDIX**

**AGENDA**

9.30-10.00	<i>Registration and Coffee</i>	
10.00	<b>Setting the Scene</b>	
	>> Urban ITS: the political context	Jean Eric Paquet
	>> Terms of Reference	Magda Kopczynska
	<i>Discussion and adoption</i>	
	>> Work plan and expected output	Guido Müller
	<i>Discussion and adoption</i>	
11.00	<b>Presentations of Members</b>	<i>Tour de Table</i>
11.30	<b>Scope and Structure of Guidelines</b>	Magda Kopczynska
	<i>Discussion</i>	
12.00	<b>&gt;&gt; Traffic and Travel Information</b>	
12.40	<b>Lunch Break</b>	
13.40	<b>&gt;&gt; Traffic and Access Management</b>	
14.20	<b>&gt;&gt; Smart Ticketing</b>	
15.00	<b>Coffee Break</b>	
15.20	<b>&gt;&gt; Urban Logistics</b>	
16.00	<b>Best Practise – User needs</b>	Guido Müller
	<i>Discussion</i>	
16.40	<b>Next Meetings, Any other business</b>	Guido Müller
17.00	<i>Closing of the Meeting</i>	

**ATTENDEES**

**URBAN EXPERT GROUP –MEMBERS**

**Present**

Name	First name	Organisation	Stakeholder group		Fields of interest (Tour de Table)
ALBRECHT	Hanfried	AlbrechtConsult GmbH / OCA	Consultancy / Nat ITS Asso	DE	– Interoperability – Functional, organizational, technical standards
BEASLEY	Simon	Reading Borough Council / UDG	Local Authorities / Nat ITS Asso	UK	– Interoperability
BLAQUIERE	Alexandre	Toulouse Public Transport Authority	Public Transport Authority	FR	– Traffic and Travel Information – Smart ticketing
COLDEFY	Jean	City of Lyon	Local Authorities	FR	– Multimodal public and private information – Parking management
DIEGO BERNARDO	Enrique	Madrid PT (EMT)	Public Transport Operator	SP	– Localisation through beacons – Smart ticketing
ELIASSEN	Jarl	Trafikanten AS	Travel Information Provider	NO	– Smart ticketing – Pan-European travel planners
FIBY	Hans	Transport Association East Austria	Public Transport Authority	AT	– Intermodal approach – E-government
FRANCO	Gino	Mizar / Swarco	ITS Industry	IT	– R&D for telematics – ITS industry
HASELBERGER	Rainer	City of Vienna	Local Authorities	AT	– Organisational approach – Sustainability
HEDIN	Johan	Hybris Konsult	Standardisation bodies	SE	– Standardization activities
IZDEBSKI	Piotr	ZTM Warsaw	Public Transport Authority	PL	– Electronic ticketing – Travel information
JENSEN	Helge	City of Oslo	Local Authorities	NO	– Tunnel management – Traffic management
KEARNS	Steve	Transport for London	Local Authorities	UK	– Turning available data into intelligence – Freight operations
LEFEBVRE	Olivier	STIF Ile-de-France	Public Transport Authority	FR	– Passenger information
LEIHS	Dietrich	Kapsch TrafficCom	ITS Industry	AT	– Limited access zones, charging – Demand management – Harmonisation
MEEUWISSEN	Marcel	City of Enschede	Local Authorities	NL	– Open platforms – Social networking and mobility

PLANATH	Susanne	Swedish Transport Administration	National Authority	SE	– Traffic and Travel Information – End-user aspects
SPELL	Sabine	Volkswagen AG	Automotive Industry	DE	– In-vehicle services – Congestion management
TØFTING	Svend	North Denmark Region	Local Authorities	DK	– Cross-border public transports – ITS urban platform
TOMASSINI	Maurizio	ISIS - Rome	Consultancy	IT	– Performance indicators – Large events
TYRINOPOULOS	Yannis	Hellenic Institute of Transport (HIT)	Research	GR	– Research on urban ITS
VAN DEN ABEELE	Didier	Alstom Transport	ITS Industry	FR	– Rail freight and passengers – Co-modality
VLEMMINGS	Tiffany	National Datawarehouse for Traffic information	National Authorities	NL	– Intelligence to process data – Freight and logistic
WINNING	Ian	City of Cork	Local Authorities	IE	– Park and ride – Multimodal travellers

**Excused**

BROWN	Tony	Hampshire County Council	Local Authorities	UK	
-------	------	--------------------------	-------------------	----	--

**EUROPEAN COMMISSION / CONTRACTOR**

Name	First name	Organisation	Function
PAQUET	Jean-Eric	European Commission, DG Mobility and Transport	Acting Director
KOPCZYNSKA	Magda	European Commission, DG Mobility and Transport	Head of Unit <i>Chair of Expert Group</i>
MÜLLER	Guido	European Commission, DG Mobility and Transport	Project officer <i>Secretary of Expert Group</i>
KENIS	Eric	European Commission, DG Mobility and Transport	Policy officer
BOETHIUS	Eva	European Commission, DG Information Society and Media	Policy officer
ZOTOU	Vilma	European Commission, DG Information Society and Media	Trainee
MERCIER-HANDISYDE	Patrick	European Commission, DG Research	Project officer
HINRIKUS	Hanna	European Commission	Member of Cabinet Kallas
STROTMANN	Max	European Commission	Member of Cabinet Kallas
BRIAND	Yann	Algoé	Senior consultant