



**EUROPEAN COMMISSION**  
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT  
Directorate C - Innovative and sustainable mobility  
**C.3 - Intelligent transport systems (ITS)**

EXPERT GROUP

## INTELLIGENT TRANSPORT SYSTEMS FOR URBAN AREAS

Eighth Meeting  
Final Meeting  
18 December 2012  
Brussels

*- Minutes of the Meeting -*

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## 1. WELCOME

*Gzim Ocakoglu – European Commission, Team Leader, Unit C.3 DG Mobility and Transport*

Gzim Ocakoglu welcomes the participants to the 8<sup>th</sup> and final Meeting of the Urban ITS Expert Group.

Gzim Ocakoglu introduces the agenda and explains that the discussion following the presentation of the Urban Mobility Package, in the morning, will include a first part of the discussion on how to disseminate the results of the Expert Group. This topic will be further discussed in the afternoon.

The group members have no comments or additions to the proposed agenda and it is therefore adopted.

## 2. ADOPTION OF MINUTES FROM 7<sup>TH</sup> MEETING

*Gzim Ocakoglu – European Commission, Team Leader, Unit C.3 DG Mobility and Transport*

The minutes of the seventh meeting have been distributed to the experts for review by e-mail. No comments have been received and there are no further comments. The minutes are adopted.

## 3. PRESENTATION OF THE URBAN MOBILITY PACKAGE

*Monique Van Wortel – European Commission, Unit C.1 DG Mobility and Transport, Clean Transport and Sustainable Urban Mobility*

Monique Van Wortel gives a presentation on the planned Urban Mobility Package of the European Commission.

She starts by giving a historical overview of the EU urban transport policy. She highlights three main goals of the White Paper on Transport 2011 having an urban dimension (of total 10):

1. 50% reduction of the use of 'conventionally-fuelled' vehicles in urban transport by 2030 (100% by 2050)
2. CO2-free city logistics by 2030 – in major urban centres
3. Transition from a car based mobility to a mobility based on walking, cycling and high quality public transport

The upcoming "Urban Mobility Package" will be based on several initiatives proposed by the White Paper on Transport 2011:

- Sustainable urban mobility plans (31)
- Framework for urban Road Users Charging and Access Restriction Schemes (32)
- Zero emissions urban logistics – in major urban centres by 2030 (33)

M. van Wortel then introduces the concept of a Sustainable Urban Mobility Plan (SUMP) and explains the main advantages of it, compared to traditional transport plans. A SUMP will require an integrated approach and promotes both horizontal (between different subjects) as well as vertical (between different authority levels) co-operation. It includes

considerations of social, economic and ecological impacts. It will focus on all modes of transport, passenger and freight traffic, motorised and non-motorised traffic, moving and stationary traffic as well as the connection to the superior network. City logistics and Access Restriction Schemes (ARS) can be elements of a SUMP.

The preparation of the Urban Mobility Package is ongoing with focus on SUMP. The initiative will build on several building blocks:

- Previous and current EU actions: [www.mobilityplans.eu](http://www.mobilityplans.eu)
- On-going study assessing the impact of SUMP for reaching key EU policy objectives and assessing different policy options
- On-line stakeholder consultation on the implementation of the Urban Mobility Action Plan; closed on 7 September 2012
- Public consultation on the urban dimension of the transport policy (closed on 17 December 2012)
- Constructive exchange with stakeholders and MS experts

The Guidelines and the other deliverables of the Urban ITS Expert Group will contribute to that process. A participation of the Expert Group members in future stakeholder expert meetings concerning the work on the Urban Mobility Package (29 January, 5 February and 16 April 2013) can be envisaged.

Over the summer 2013, the Commission envisages to present and adopt the proposal. It will be followed by the negotiation with the Council and the EP, planned for 2014/2015.

Further information can be found on: [http://ec.europa.eu/transport/urban/index\\_en.htm](http://ec.europa.eu/transport/urban/index_en.htm)

Gzim Ocakoglu thanks for the presentation and asks Expert Group members for comments or other input.

The following topics were mentioned in the discussion:

A pragmatic approach is needed when starting to write a SUMP. Already existing plans can also be used but must follow some rules. It is very important to make sure that there is a common approach. An overarching policy is a basic pillar of a SUMP. The awareness about ITS should be raised as they provide an important toolbox to achieve policy goals

Although not mentioned explicitly in the presentation, tackling congestion is an important issue, because congestion has considerable economic impact. Regarding the role of the Urban ITS Expert Group, the Guidelines are an important element that should, at least, be mentioned in further work.

ITS are a toolbox giving the possibility to achieve the policy goals (faster). Instead of having ITS integrated in separate annexes of a SUMP, ITS should be integrated in the main document.

ITS can improve the efficiency of measures, e.g. by automatic processing of data from CCTV, or by ANPR-based solutions used to implement Road User charging schemes. Additional figures on the effects of measures could support policy makers. It is important to integrate all the outcomes of the Expert Group and projects like CIVITAS in reflection over the Sustainable Urban Mobility Plans. The advantage of the Expert Group's work was that it was multimodal in nature.

There are a lot of regulations requiring similar approaches to a SUMP. It is an important task to identify what is missing in the current mobility plans and where the gaps in the overall

strategy are. In the view that in many transport systems the cost of an additional user is higher than the gained benefit, it should be questioned if higher speed of the transport system shall remain one of the goals. Reduction of the PT speed is even subject for discussions in some cities. Reduction of the demand for traffic can also be envisaged. There is also a need to increase awareness of the advantages of using soft modes such as cycling or walking. The soft modes do not need ITS per se, but ITS can provide additional value in their use, and also safety (interface with public transport, bike sharing).

Monique van Wortel adds that teleworking is an element that could potentially also be included in a SUMP; the same as Road User Charging schemes (RUC) and Access Restriction Schemes (ARS). A long term vision of including soft modes and teleworking is important. The challenge is also to persuade decision-makers that ITS make better use of existing capacity, connect different transport modes and create additional opportunities. The linking of urban and inter-urban dimensions is crucial, also for smaller cities. Increasing safety is also an important point and ITS play an important role in that respect. Safety aspects are important factors in the choice of the traffic mode.

Because the existing data exchange mechanisms between different public (and private) bodies in the same region are often not sufficient, it can be suggested that such matters, including cooperation between various authorities, should be addressed in a SUMP. ITS can use the potential of real-time and especially also additional historical data.

A special issue that needs to be tackled is that a lot of benefits do not come up at the same place where the investments take place. ITS also include parking measures and allow new possibilities like easier use of private parking by third parties during specific times of the day (during night or during events). Private companies offering parking spaces are approaching authorities with such ideas.

Some local transport plans tend to be focussed on the central zone, but the pressure is often around it. A SUMP should take not only central districts, but also urban agglomeration problems into account, and it is important to define the urban agglomeration area.

Promoting ITS in a SUMP description is important as cities are often not aware about the opportunities. The Expert Group members expressed several times the view that city administrations are the key in the development of ITS in urban areas.

Gzim Ocakoglu summarises the discussion and thanks Monique for joining the meeting. Both remind that participation in the upcoming stakeholder expert meetings on the urban mobility package is possible. An invitation for the workshops on SUMP (29 January) and on ARS (5 February) will be transferred to the Expert Group members by Dorota Szeligowska.

## 4. ADOPTION OF DELIVERABLES OF THE EXPERT GROUP

### Multimodal information Guidelines

*Jean Coldefy – Greater Lyon Region*

Jean Coldefy gives a short overview of the final version of the Guidelines. There were very few changes after the last meeting, mainly editorial. The document is a good compromise between the different opinions voiced in the discussions.

The members of the Expert Group agree that the Guidelines are of high quality and focus on key issues. The discussion on open data is linked to local and EU policy. The discussions within the sub-group tackled both of these two levels. The data quality is a critical issue, but it is unclear if it is possible to always check data before publication.

The Expert Group adopts the Final version of the document.

Gzim Ocakoglu informs the Expert Group about the planned public consultation on enablers for multimodal travel planning and information services, presenting specific measures in order to address existing barriers:

- Availability and access to data
- Lack of standard interfaces between different modal solutions
- Issues on cooperation of the involved parties

It is remarked that the role of the public administration must be clarified where there is no viable business model. It is important to be aware that there are not a lot of business cases for the provision of quality multimodal information services. It is important that there are several business cases as the situations from city to city can require different approaches.

### Traffic Management Guidelines

*Steve Kearns – Transport for London*

Steve Kearns explains in a short presentation the last changes in the document concerned mainly V2I and V2V issues. There is a concern that local authorities will be involved too little in the development of automotive systems, especially in the definition of applications interactive with road-side systems and interfaces. Also the references to urban logistics were reinforced. In general the language has been kept adapted for the target audience, not too technical.

In his view, the dissemination of the Guidelines is an important topic and he proposes that everybody shall present them at different occasions like events organised by associations who nominated members of the Expert Group. Steve will present the results to ITS UK. He thanks all members of the Expert Group for their contributions and thinks that the involvement of experts coming from different backgrounds was very fruitful.

The Expert Group adopts the Final version of the document.

## Smart Ticketing Guidelines

*Alexandre Blaquière – Tisséo*

Alexandre Blaquière gives a short overview of the main changes in the document, which were discussed at the last meeting. For time reasons the announced contribution from ITSO (more examples of Best practices) will be integrated at a later stage in an update of the Best Practices Report.

The Expert Group adopts the Final version of the document.

## Report on Standardisation Needs

*Dorota Szeligowska – European Commission, DG Mobility and Transport, Unit C.3*

Dorota Szeligowska reports that a small author team initially drafted the report. Valuable input was provided by Expert Group members representing regional standardisation bodies, after the September meeting, on the question of common regional specifications. It was an important goal to capture the view of local authorities.

The Expert Group adopts the Final version of the document. Some minor editorial changes will be integrated.

## Best Practices Collection

*Christian Egeler – Rapp Trans*

Christian Egeler gives a final summary on the Best Practices collection consisting of 68 projects.

The EC plans to continue the collection of Best Practices. New contributions can be integrated in updated versions of the Best Practice collection. The collection of Best Practices shall be a living document. The template will be resent by Dorota Szeligowska to the whole Expert Group, so that the experts can circulate it in their networks, shall they have the occasion to do so.

The current sorting of the projects (by Member State) is not ideal, but difficult to change. E.g. not all projects are assigned to a single city/country.

The Expert Group adopts the document. It supports the idea that the collection of BP should remain a living document.

## 5. DISCUSSION ABOUT FUTURE CO-OPERATION - AOB

*Gzim Ocakoglu – European Commission, DG Mobility and Transport, Unit C.3*

Gzim Ocakoglu continues the discussions of the morning session concerning the next steps of disseminating the results and continuing the work on Urban ITS. The Guidelines should be used as a reference in all upcoming projects and in the Urban Mobility Package.

The Guidelines will be published on the EC website. There could be some formal presentations (e.g. POLIS, EUROCITIES, ERTICO), and all experts are invited to present

and promote the consultation and use of the Guidelines in their networks (e.g. national authorities, national ITS bodies). A general presentation of the three guidelines will be prepared and provided by the EC. It will be based on the presentations made for the ITS World Congress in Vienna. Versions in other languages have to be organised by the group members themselves. If experts translate the presentation they are most welcome to share their translations with others.

The work has been highly appreciated by the EC; also because the completion of the task was 100%. Overall the effectiveness was very good. The project is an example for good team work and good support by the contractor. And most importantly, the goals have been achieved.

The work on the Urban Mobility Package is now in the pipeline, and it is important that it takes on board to work of the Expert Group.

The Expert Group inquires if the pre-study suggested in the report on standardisation is performed, to whom it shall be addressed/report to? Gzim Ocakoglu states that although the Expert Group officially ends its mandate, the EC can envisage organising ad-hoc meetings of the group members. Most of the members support such a solution and would participate in such meetings.

The topic of freight must be subject of further work within the Urban Mobility Package, maybe even an additional guideline could be drafted on this topic in the future.

It is decided to add the list of the Expert Group members including the involved external experts on a special page in the Guidelines and to have a clear version numbering (V1.0). The aim is to have the final documents including the presentations available for distribution.

In December, Dorota Szeligowska presented the Guidelines to the ITS Committee “for their information”. It is also possible to present it there “for opinion” if a decision is made to adopt the Guidelines as formal Guidelines of the Commission, under the ITS Directive. This needs further analysis and will be looked into in the next months.

It is also possible to present the Guidelines to the ITS Advisory Group. Urban mobility was on the agenda of the last meeting, but for time reasons it could not be treated. The next meeting will focus on different topics. But the EC will make sure that the subject will appear again on the agenda.

The EC asks the Expert Group members to suggest topics (e.g. the Guidelines) for special sessions at the next ITS Congress in Dublin. Dorota Szeligowska reminds that also technical papers on urban mobility are very welcome (deadline has been extended till 14 January 2013). The programme committee meets on 23 January 2013.

## **6. ANY OTHER BUSINESS**

No other business was mentioned.

Gzim Ocakoglu thanks all Expert Group members for their work for the Urban ITS Expert Group. He also thanks the External Support for their assistance. He issues a special thanks to Dorota Szeligowska, the current project officer as well as to Guido Müller, the former project officer.



**APPENDIX**

**U R B A N I T S E X P E R T G R O U P  
F I N A L A G E N D A O F T H E E I G H T H M E E T I N G**

10.00-10.30	<i>Registration and Coffee</i>
<b>10.30</b>	Welcome
10.35	Adoption of Minutes from 7 <sup>th</sup> Meeting
10.40	<b>Presentation of the Urban Mobility package</b>
	- Sustainable Urban Mobility Plans
	- Access restriction schemes
	- City logistics
	Presentation will be done by colleagues from the unit C1 "Clean transport and sustainable urban mobility", DG MOVE.
11.10 – 12.00	Follow-up discussion
<b>12.00</b>	<b>Lunch Break</b>
14.00 – 15.00	The adoption of Deliverables of the Expert Group
14.00	<b>Guidelines</b>
	1. Multimodal information
	2. Traffic management
	3. Smart Ticketing
14.45	The report on possible <b>Standardisation needs</b>
14.55	The collection of <b>best practices</b>
15.00	<b>Discussion about future cooperation - AOB</b>
<b>16.00</b>	<b>End of meeting</b>

**ATTENDEES**

**URBAN EXPERT GROUP – MEMBERS**

**Present**

<b>Name</b>	<b>First name</b>	<b>Organisation</b>	<b>Stakeholder group</b>	
ALBRECHT	Hanfried	Albrecht Consult GmbH / OCA	Consultancy / Nat ITS Association	DE
BEASLEY	Simon	Reading Borough Council / UDG	Local Authorities / Nat ITS Association	UK
BLAQUIERE	Alexandre	Tisseo - Toulouse Public Transport Authority	Public Transport Authority	FR
COLDEFY	Jean	Greater Lyon Region	Local Authorities	FR
ELIASSEN	Jarl	Trafikanten AS	Travel Information Provider	NO
FRANCO	Gino	Mizar / Swarco	ITS Industry	IT
HASELBERGER	Rainer	City of Vienna	Local Authorities	AT
HEDIN	Johan	Hybris Konsult	Standardisation bodies	SE
KEARNS	Steve	Transport for London	Local Authorities	UK
LEFEBVRE	Olivier	STIF Ile-de-France	Public Transport Authority	FR
MEEUWISSEN	Marcel	City of Enschede	Local Authorities	NL
PLANATH	Susanne	Swedish Transport Administration	National Authority	SE
TØFTING	Svend	North Denmark Region	Local Authorities	DK
VLEMMINGS	Tiffany	National Data Warehouse for Traffic information	National Authorities	NL

**Excused**

DIEGO BERNARDO	Enrique	EMT - Madrid Public Transport Authority	Public Transport Authority	SP
BROWN	Tony	Hampshire County Council	Local Authorities	UK
FIBY	Hans	Transport Association East Austria	Public Transport Authority	AT
IZDEBSKI	Piotr	ZTM Warsaw	Public Transport Authority	PL
JENSEN	Helge	City of Oslo	Local Authorities	NO
LEIHS	Dietrich	Kapsch TrafficCom	ITS Industry	AT
SPELL	Sabine	Volkswagen AG	Automotive Industry	DE
TOMASSINI	Maurizio	ISIS - Rome	Consultancy	IT
TYRINOPOULOS	Yannis	Hellenic Institute of Transport (HIT)	Research	GR
VAN DEN ABEELE	Didier	Alstom Transport	ITS Industry	FR
WINNING	Ian	City of Cork	Local Authorities	IE

**EXTERNAL SUPPORT**

<b>Name</b>	<b>First name</b>	<b>Organisation</b>	<b>Function</b>
EGELER	Christian	Rapp Trans AG	External Support

**EUROPEAN COMMISSION**

<b>Name</b>	<b>First name</b>	<b>Organisation</b>	<b>Function</b>
OCAKOGLU	Gzim	European Commission, DG Mobility and Transport	Head of Section <i>Deputy Chair of Expert Group</i>
SZELIGOWSKA	Dorota	European Commission, DG Mobility and Transport	Project assistant <i>Secretary of Expert Group</i>
RAFFAILAC	Julie	European Commission, DG Mobility and Transport	
RADIA	Bipin	TEN-T Executive Agency	
VAN WORTEL	Monique	European Commission, DG Mobility and Transport	