2016 CEF Transport
Intelligent Transport Systems

CEF Transport Info Day

Isabelle Vandoorne, Policy Officer, MOVE.B.4.
Eva Boëthius, Senior Project Manager, INEA.C.3.
Pierpaolo Tona, Project Manager, INEA.C.3
ITS Directive
(2010/40/EU)
Supporting Framework and Enabling Conditions

Data sharing mechanisms

Data interoperability

Data format

Optimal Use of Road, Traffic and Travel Data

Road Safety and Security

Continuity of Traffic and Freight Management

Linking Vehicle and Transport Infrastructure

Quality framework

Interoperability and continuity of services

National Access Point
Delegated Regulations

a. EU-wide multimodal travel information services (ongoing)
b. EU-wide real-time traffic information services
c. Road safety related minimum universal traffic information free of charge to users
d. the Interoperable EU-wide eCall
e. Information service for safe and secure parking places for trucks
Cooperative ITS

European Strategy: Commission Communication

- Legal certainty
- Continuity of Services

C-ROADS

- Ensuring interoperability through large deployment projects in Member States

C-ITS PLATFORM

- Supporting common vision of C-ITS deployment across Member States, Public & Private Stakeholders

ITS DIRECTIVE DELEGATED ACT

- European Strategy: Commission Communication

C-ITS MASTER-PLAN

Learning by doing
Main outcomes – Phase I

- **Day-1 list of commonly agreed C-ITS services**
- **A common vision how to tackle cyber security**
- **A forward looking hybrid communication approach**
  - kick start for road safety related services based on ETSI ITS-G5 communication
  - allowing integration of cellular where and when available and appropriate
- **Guiding principles for access to in-vehicle data**
- **Analysis on privacy and data protection**
- **Principles of compliance assessment**

Identified C-ITS "Day 1 applications"

**Hazardous location notifications**
- Emergency brake light
- Emergency vehicle approaching
- Slow or stationary vehicle(s)
- Traffic Jam ahead warning
- Road works warning
- Weather conditions

**Signage applications**
- In-vehicle signage
- In-vehicle speed limits
- Probe vehicle data
- Shockwave Damping (ETSI “local hazard warning”)
- Signal violation / Intersection Safety
- Traffic signal priority for designated vehicles
- Green Light Optimal Speed Advisory (GLOSA)
Identified C-ITS "Day-1.5"

- Information on fuelling & charging stations for alternative fuel vehicles
- Vulnerable Road user protection
- On street parking management & information
- Off street parking information
- Park & Ride information
- Connected & Cooperative navigation into and out of the city (1st and last mile, parking, route advice, coordinated traffic lights)
- Traffic information & Smart routing
Phase II

• *Continue supporting C-ITS deployment – implement recommendations of first phase*
• *Analyse how cooperation, connectivity and automation converge*
• **C-ITS Platform Report Phase II ⇒ expected September 2017**
• Harmonised deployment of C-ITS in Europe

• Definition of specifications (security, communication, etc.)

• Cross-border pilots & testing in Member States, open to all

• Close cooperation with EC and C-ITS platform, Coordination mechanism of ALL European C-ITS implementation initiatives

• Already over €150 million in deployment investment, expected to be doubled with next CEF Call
• The "ITS corridors" should be expanded to cover all core network corridors.

• Coordination is key for sharing experiences, lessons learnt and best practices between Member States and their stakeholders with different level of advancement in the pre-deployment of C-ITS. [...] the recommendations of the C-ITS platform to be implemented +there should be a feedback loop.
• Core network corridor stakeholders should support the deployment of **national access points** to road and multimodal travel data on core network corridors and the linkage of multimodal information services/journey planners along core network corridors **to enable a data-sharing backbone.**

• Coordinator should ensure cohesion of (C-)ITS deployment along their corridors [...]

Deployment of "traditional" ITS and cooperative ITS on TEN-T is key for achieving the EU transport system of tomorrow.
## ITS in CEF 2014, 2015 & 2016

<table>
<thead>
<tr>
<th></th>
<th>Indicative Call Budget (M Euro)</th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Call 2014</strong></td>
<td>123</td>
<td>ITS &amp; C-ITS</td>
</tr>
<tr>
<td><strong>Call 2015</strong></td>
<td>170 (70+100)</td>
<td>ITS &amp; C-ITS</td>
</tr>
<tr>
<td><strong>Call 2016</strong> (open since 13/10/2016)</td>
<td>140 (120 + 20)</td>
<td>ITS, C-ITS &amp; Automation</td>
</tr>
</tbody>
</table>
Intelligent Transport Services for road (ITS)

<table>
<thead>
<tr>
<th>Indicative amounts under <strong>General</strong> envelope</th>
<th>Indicative amounts under <strong>Cohesion</strong> envelope</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>€120 million</strong></td>
<td><strong>€20 million</strong></td>
</tr>
<tr>
<td>Funding rates:</td>
<td>Funding rate:</td>
</tr>
<tr>
<td>Up to 20% (works)</td>
<td>Up to 85%</td>
</tr>
<tr>
<td>Up to 50% (studies with pilots)</td>
<td></td>
</tr>
</tbody>
</table>

**Multi-Annual Work Programme (MAP)**
Objectives (1/5): ITS

Improving:

- Interoperability and continuity of services
- Harmonisation of ITS services to end users
- Operational excellence and cost-efficiency from a road operator/traffic manager perspective
Objectives (2/5): ITS

Implementation of works and/or real life pilots for the deployment of ITS for road, with particular focus on:

- Europe-wide traffic and travel information services, including cross border services for seamless door-to-door mobility
- Europe-wide traffic management systems to optimise traffic operations and enhance energy efficiency
- Systems to enhance road safety and security
- Expansion of "ITS corridors"
- Addressing the issue of retrofit 112 eCall aftermarket in-vehicle devices
  - to ensure quality of communication PSAPs-devices
- Infrastructure communication
Objectives (3/5): C-ITS

Cooperative ITS (C-ITS) and automation:

• Actions shall demonstrate the potential for rapid deployment of C-ITS and automation across the TEN-T network and urban nodes

• Actions that include higher levels of road transport automation shall demonstrate the integration of C-ITS with automation in relevant sections of the network overcoming fragmented approaches at national levels

• Actions shall be in line with the recommendations/outputs of the "C-ITS platform"
Objectives (4/5): C-ITS

• Actions are expected to:
  • Demonstrate the long term viability and scalability of C-ITS/automation technology, financial sustainability, governance.
  • Provide a substantiated vision of future roll out / larger scale deployment of C-ITS.
  • Provide a precise description of technologies developed and/or implemented.
  • Achieve a critical mass of users and produce meaningful results:
    • Concentrate the area of the pilot and
    • include a sufficient number of vehicles
  • Cover a variety of vehicle types/fleets and operational environments.
  • Demonstrate the use of C-ITS on the Core Network
    • including the Core Network corridors and/or urban nodes and/or in Traffic Management Centres (TMC).
  • Provide a precise description of (direct and indirect) partners’ roles and responsibilities
  • Demonstrate commitment and buy-in from all stakeholders, incl. road operators.
  • Prepare the convergence of cooperative and automated vehicles
Objectives (5/5): C-ITS

For the following areas:

- C-ITS, especially vehicle-infrastructure communication
- Interoperability and continuity of services
- Enhance safety, security, energy efficiency
- Applications for traffic information & management
- Develop digital road infrastructure to facilitate higher levels of automation
- Convergence of C-ITS and increasing levels of automation based on a hybrid communication (use of both ITSG5 and cellular communications)

*Priority given to proposals addressing the "Day-1" and "Day 1'5" C-ITS services recommended by the "C-ITS platform"*
Eligibility

- Actions may include both works and studies with pilot activities,
  - provided that the two activities are clearly distinguished.

- Deploy works or pilot activities along the Core Network:
  - other geographical sections linked to the Core Network may be covered if reasons are duly substantiated. Works/studies on these sections should be described and priced separately in the application.

- Submission by one or more Member States,
  - preferably along a continuous trajectory
  - (Priority to proposals engaging multiple MSs).

*N.B.: Proposals involving MSs addressing both general and cohesion envelopes are allowed: in such case, submit twice the same proposal cross-referenced.*
Requirements (1/2)

• Comply with EU legislations, in particular the ITS Directive 2010/40/EU and its delegated Regulations

• Comply with applicable EU standards (e.g.: DATEX II, ETSI ITS-G5)

• Address an evaluation activity
Requirements (2/2)

- **For proposals addressing C-ITS:**
  - Cooperate with and build upon the "C-Roads Platform", and provide feedback to the "C-ITS platform" and the "EU ITS Committee"
  - Refer to the definition of "pilot"

- **For proposals addressing ITS:**
  - Report to the "EU ITS Committee"
Important remarks

• For proposals addressing ITS:
  • Cooperate with the "EU ITS Platform"
    https://eip.its-platform.eu/

• For proposals addressing eCall:
  • Funding is not intended for the mass purchase or production of after-market devices.
  • In order to guarantee interoperability and avoid vendor lock-in, after-market devices used in the proposed action shall be provided by at least 3, and preferably more, independent suppliers.
More information on the calls...

inea-cef-transport-calls@ec.europa.eu
inea@ec.europa.eu

@inea_eu
@DigitalAgendaEU

Thank you!