EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate C - Innovative & sustainable mobility
C.3 - Intelligent transport systems

FOLLOW UP EXPERT MEETING
PRIORITY ACTION B OF THE ITS DIRECTIVE

PROVISION OF EU-WIDE REAL-TIME TRAFFIC INFORMATION SERVICES

Minutes of the Expert Meeting on 7 May 2015
EC/PLB3, Brussels

Chairman: *Ms Claire Depré, Head of Unit, DG MOVE C3, Intelligent Transport Systems*
Participants: *See attendance list in Annex*
Agenda: *See Annex*

The Chairman welcomed the experts nominated by the Member States for the follow up meeting on the delegated Regulation for the provision of "EU-wide real-time traffic information services" (RTTI) under the ITS Directive.

The Chairman reminded the purpose of the meeting i.e. to share information / best practices and further discuss how to facilitate the implementation of RTTI specifications across Europe. Such sharing of best practice and facilitation can take the form of e.g. guidance document shared via WIKI ITS, set up of Member States meetings / working groups on common specific issues, EU funding, studies, standardisation activities.

The Chairman explained that the afternoon would be dedicated to the implementation of RTTI in urban areas. Urban ITS experts selected within the framework of the European project Capital Civitas and some of POLIS members will join the group of Member States experts after lunch.

Corrigendum & State of play of the delegated Regulation

The delegated Regulation was adopted on 18 December 2014 under the ITS Directive. The European Data Protection Supervisor (EDPS) submitted its formal approval on 21 January 2015.

A Member State requested a corrigendum for translation errors in January 2015.

As a result DG Translation (DGT) raised to our attention a problem of misinterpretation in various linguistic versions due to the inappropriate use of the term "namely" in the original English version of the Annex on data categories accompanying the delegated Regulation.

Although suggested in the context of the Commission internal proceedings, it was later on acknowledged that the term "namely" was not appropriate. Indeed, this would not have properly reflected the idea of an open list of data categories open, as clearly stated in the explanatory memorandum (i.e. *"the annex gives a non-exhaustive and non-exclusive list of static road data, dynamic road data and traffic data categories"*).

Although this was not more than a linguistic error, the Commission LS suggested updating the genuine version in English, by replacing the term "namely" by "include in particular" & "such as".

This entailed a new inter-service consultation, the re-launch of the written procedure and a new 2-month period of examination for the Council & the European Parliament. In the meantime the publication of the delegated Regulation in the OJEU (as adopted on 18 December 2014) has been frozen.

DG MOVE corrigendum triggered the revision of all linguistic versions. Therefore some errors in other languages were also updated.

Ultimately, the revised versions in all EU languages were submitted to the Council and the EP on 17 April 2015. The examination period shall end 17 June 2015. In the meantime EDPS will update its formal opinion, which is expected to remain positive.

Therefore the delegated Regulation will be published in the OJEU by end of June 2015.

TEN-T & CEF

The EIP project (TEN-T call 2012) is completed. Final deliverables are under validation. Guidance documents / results will be shared with Member States experts via the WIK-ITS (e.g. on quality definition and assessment, Single Point of Access - SAP).

Ongoing ITS corridor projects and the EIP+ project (TEN-T call 2013) include some activities relevant and supporting the implementation of RTTI (e.g. quality assessment, DATEX 2 profiles, evaluation framework).

The CEF transport calls 2014 have been oversubscribed in both the Annual and Multiannual Programmes (all funding priorities). Competition is high and budget is short. As many good projects as possible (i.e. EU relevant, EU added value, with demonstrated impacts, of good maturity and quality) will be selected within the available budget. Cuts in activities and/or budget might be necessary.

The external evaluation is almost finalised (i.e. with external independent experts, managed by INEA and with DG MOVE as observer).
The Internal evaluation involving DG MOVE and INEA will start end of May.
The final results will go through inter-service consultation in June.
These final results will be presented to the CEF transport committee on 10 July.

The CEF telecommunication calls 2015 make 45.6 million euros of funding available for EU telecom projects spread over several Digital Services Infrastructures (DSIs). Of particular relevance for RTTI are the DSI eDelivery and Open Data (supporting setup of access nodes, access to data, data sharing).
The CEF call 2015 on eDelivery will open on 1 June and close on 15 September 2015.
The CEF call 2015 on Open Data will open on 1 June and close on 15 September 2015.

CEF telecommunication Work Programme 2015 is available online at
http://ec.europa.eu/digital-agenda/en/news/connecting-europe-facility-telecom-work-programme-2015
More information on the Calls for Proposals 2015 is available via
http://inea.ec.europa.eu/en/cef/cef_telecom/apply_for_funding/cef-telecom-calls-for-proposals-2015.htm

As a reminder the final minutes and presentations of last Member States expert meeting on 15-16 October 2014 provide more details on the CEF telecommunication.

Common issues

Several topics have been identified for discussion with a view to share experiences and pave the way forwards (i.e. finding solutions enabling / easing the implementation of RTTI in practice). These topics include:

- Metadata (scope and harmonisation)
- Concession contracts
- Geographical scope (road networks)

➢ Metadata

The Chairwoman invited an expert to present the approach followed in his Member State towards the implementation of RTTI, and in particular his experience with respect to metadata. Metadata should include several elements and notably: a description of data sets and data, geographic and/or network coverage, contact information of data owner or responsible entity, information on license agreement and re-use conditions, information on data quality, access information (e.g. web links). Examples of metadata in few Member States can serve as a starting point. The EIP project (sub-activity on Single Access Point - SAP) has delivered some results towards the harmonisation of metadata (in particular for priority actions C on road safety related traffic information & E on information for safe and secure truck parking) which were compared to the approach set for INSPIRE (particularly relevant for static road data and supporting conformity assessment). Further work still need to be done to cover all the data categories of RTTI. A concept for information on quality has to be developed. Specific metadata on metadata are also needed.

Another expert explained that no SAP was implemented yet in his Member State. Therefore there is no metadata in use, but alignment with INSPIRE will be necessary since several providers are the same. It is important to ensure a similar "look & feel" and to agree on a core set of metadata items within the EIP/EIP+ projects (then additional specific items can be added on an ad hoc basis).

A third expert mentioned that the SAP will be operational in his country from July 2015. Therefore the metadata needs to be validated. The model developed in the EIP project is relevant and will serve as an initial consolidated set. The EIP+ project will further advance on metadata for RTTI (a questionnaire will be circulated in June).

The Member State experts called upon the Commission to organise another meeting before the summer in order to progress quickly on this topic since Member States are looking into implementing their SPA by the end of the year and need to validate a core set of metadata before going ahead.

The Chairman confirmed that the final report of the EIP - sub activity SAP will be sent to Member State experts, and that DG MOVE will organise a workshop end of June (meanwhile confirmed on 30 June) involving Member State experts, as well as TEN-T ITS corridors and EIP/EIP+ partners, and possibly DATEX 2 and INSPIRE experts, to further advance on the topic of metadata harmonisation (for validation of a common core set), as well as data formats / profiles compatibility (for better coordination across Member States and projects).

➢ Concessions

The Chairman invited an expert to present the concession model in place in his Member State. Since 2007, this Member State has adopted a new financial model, between the State and the private road sector, granting PPP's concession contracts for the design, construction maintenance and operation of road networks. As of today 16 concessions are in operation and apply different tolling models (e.g. shadow tolling, free tolling, no tolling). Due to the multiplicity of stakeholders it is important to safeguard commonalities in particular with respect to interoperability and continuity of services, performance (harmonized indicators)

and quality (user perspective). Data collected across the various concessioners include traffic data, incident data (incl. roadworks), quality of infrastructure data (incl. maintenance, telematics), and are aggregated in "OpenRoads". DATEX II is the common format in use (incl. extensions for infrastructure quality assessment). OpenRoads enables assessing concessioners' performance (through monitoring and reporting, visual representation, easy upload and update, financial assessment). It does not yet integrate real-time information but provides already the right architecture to further develop a national "data warehouse" (with the possibility to bring in additional building blocks such as "priority zones", multimodal information…) The architecture is now being adapted to include RTTI. Metadata and quality requirements remain to be defined. Assessment of compliance will follow the principle of certification or self-declaration from concessioners (based on their binding contracts with the State). A regular and close dialogue with the concessioners is recommended in order to anticipate and avoid any possible claims and financial compensations. Concessioners welcome State guidance with respect to their investment priorities and involvement in collaborative European projects. It is important to setup and safeguard an ecosystem for mutual benefits where concessioners can benchmark among each other, enhance their level of services, strengthen their business models while complying with EU regulations.

Then the Chairman invited another expert to explain the context of implementation of RTTI in his Member State. Among the 21000 km of national roads and motorways, 9000 km are under concessions (tolled roads). Unfortunately concession contracts have been very tightly legally defined what limits the possibility of contracts adjustments in line with the requirements of the RTTI specifications (i.e. provision of data collected), and could lead to financial compensations to be reflected in toll rates. Even considering real time data in the context of RTTI as "data of general interest" in the broader context of the PSI Directive would not provide the margin of manoeuver needed to update the concession contracts.
For action C, data are generally available in DATEX I. The State will finance the translation to DATEX II and the data fed to the SAP. For action B, very little data are available (e.g. queue, roadworks). Discussion will soon start with the concessionaires about the provision of their real time data. Ultimately concessionaires might agree to share their data through the SAP provided that RTTI services become payable.

An expert stressed that some other countries have similar issues. For instance in one of them, even road safety related traffic information data (action C) cannot be requested to concessionaires.

Another expert explained that in his country, the State (i.e. NRA) collects the data for all networks incl. those under concessions. It is costly but prevent from any difficulties related to data access, sharing and re-use.

The Chairwoman suggested raising the issue with ASECAP in order to raise the attention, on this issue and facilitate the emergence of a common solution for those Member States with difficulties with their concession contracts.

The Chairwoman gave the floor to a third expert who explained that motorways and express roads in his country were partly still in construction. The structuring network of motorways includes 1 North-South axis and 2 East-West axes. ITS functionalities are included in motorways. Most of this network has been financed through public funds and is managed centrally; however some sections have been handed over to private concessionaires who manage the traffic and collect tolls under specific contracts. The legal situation vary across these concession contracts. Each contract determines individually the scope of data collected. This is not adapted to the setup of a common method for data gathering e.g. no contract cover the whole list of data types (in particular for dynamic road status data). Any new responsibilities / tasks upon the concessionaires will result in claims and financial compensations (to be defined by the concessionaires themselves). Any change in these

contracts is not foreseen for now. And the 2-year transition period should provide leeway to further discuss the issue.

An expert stressed that concessions were about State assets although reporting is concessionaires' responsibility. Public domain needs / requirements have to be balanced with private money / business models.

The Chairwoman mentioned that one of the experts who was unfortunately not able to participate to the meeting has nicely provided some information on the status of RTTI in his Member State. His material will be shared with the other experts (via the WIK ITS).

> Geographical coverage

The Chairman invited an expert to present his suggestion towards the implementation of action B in his Member State. Since the geographical coverage can be wider than the TEN-T only, and on the basis of the 4 quality levels defined in the EIP project, it is suggested to use network coverage as a quality parameter (i.e. the wider the coverage the higher the quality). The expert mentioned the relevance of DCAT[1] (data catalogue vocabulary designed to facilitate interoperability between data catalogs published on Internet). DCAT is ISO certified and enables automatic update of datasets across different data catalogues. DCAT could possibly be used in conjunction with DATEX II for more detailed format-specific information, but would enable easier and faster setup of SAPs. DCAT also enables visual display of datasets (e.g. open street maps). His Member State intends to use DCAT for action C SAP, and include additional modules for action B at a later stage.

An expert stressed that class of roads were important to know for each datasets. Geographical coverage would not be enough since Level of Services differ by road sections under the responsibility of different road operators. Geographical coverage would be a relevant criteria for the metadata though.

Another expert stressed that DCAT was also used in his country.

Capital Civitas - urban ITS

The Chairwoman called for a quick "Tour de Table" to welcome and introduce the urban experts whom joined the RTTI meeting (i.e. urban ITS experts of the Capital Civitas project & POLIS members).

The Chairwoman invited POLIS representative to introduce the Capital Civitas ITS Advisory Group (CC ITS AG). The CC ITS AG has been set the task of developing guidance for national and urban authorities to facilitate the implementation of RTTI specifications in urban areas. To this end, a small set of selected case studies will be analyzed and a roadmap will be developed and finalized by end 2015. The CC ITS AG includes representatives of cities as well as experts from OCA and UTMC. Both the EC and POLIS will publicize the outcomes of the CC ITS AG (e.g. Bordeaux ITS World Congress, Mobility Week, POLIS Annual Conference).

Then POLIS representative gave the floor to an expert from the CC ITS AG whom presented the collaborative approach towards the identification of priority zones in his country. In practice the Ministry of Transport of this Member State called upon the national ITS association, the association of municipalities, the ITS platform for local government, the road operators for non-urban road, road rings and motorways. Following a first meeting in

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[1] http://www.w3.org/TR/vocab-dcat/

January 2015, all partners acknowledged that financial support will be crucial for cities designated as priority zones for RTTI (e.g. national, structural funds for metropolitan areas, EU funding dedicated to the urban agenda and smart cities). Recognition of priority zones in the ITS Action Plan would facilitate implementation. Other issues include the need to e.g. define minimum requirements for quality, agree on the interpretation of traffic circulation plans, define (urban-interurban) data exchange procedure(s), involve urban experts in DATEX II standardization and ensure consistency with the new mandate on standardisation for urban ITS. The design of priority zones (i.e. network coverage) should be left at the discretion of cities. Italian partners agreed that the approach should remain incremental enabling cities to improve data provision and adapt systems over time, as well as enlarging the priority network in a financially sustainable way. Nonetheless recommendations to Member States for the identification, localisation and deployment of priority zones, incl. for ensuring compliance, would be necessary.

Then another expert presented the approach followed in his Member State to the implementation of RTTI. A National working group has been set up involving the Ministry, its research institute, road authorities, local authorities and city associations, private providers, the police and radio broadcasters. Some open questions (e.g. quality management, location referencing) were addressed through dedicated research projects and EU activities (EIP/EIP+, DATEX II). Several action points have been identified i.e. definition of the geographical scope (notably priority zones), adaptation of the existing mobility data marketplace to serve as SAP (i.e. operational concept, metadata, data source, standards and interfaces), definition of an ad hoc quality management process, extension and harmonisation of DATEX II profiles, designation of a national body responsible for assessment of compliance (i.e. legal basis required). Local authorities are already integrated in the mobility data marketplace (via interfaces) and participate to the discussion on data catalogue and standards aiming at setting a unique catalogue for both urban roads and motorways. The priority zones will be defined in collaboration between the Government, the regions and local authorities.

POLIS representative took the floor to explain the challenges of using DATEX II in urban environments (e.g. technical issue and cost of converting data from legacy systems to DATEX II). Although cities were up till now more interested in systems connectivity (therefore data format is usually not specified for procurement) rather than data exchange, their interest in DATEX II is growing since it can enhance urban-interurban interfaces, networks integration and systems compliance. This is notably the case in Member States with national data access platforms where DATEX II is prescribed (financial support was initially offered to cities providing their data in DATEX II through the SAP), where urban network management is performed by/shared with NRAs, and where a national framework for urban open specifications & standards has been set up (e.g. OCIT/OTS in Germany and UTMC in UK). Also in the broader context of their Open Data policy, some cities decided unilaterally to publish their data in DATEX format. For instance, the new centralised system for gathering, storing and disseminating roadworks information in a European city will publish data in DATEX II. Further developments of DATEX II are needed, and data profiles shall be adapted to urban context incl. for app developers (i.e. although UTMC systems suppliers are DATEX II compliant, DATEX II is not fit for apps developers). To this aim it is recommended to build upon the Open Data momentum and involve urban ITS experts in the process.

An expert stressed that lots of data providers will be willing to publish their data via SAPs even when not falling directly within the data scope of action B, or not designated as a priority zone, or not in DATEX II. The more data the better but it will be necessary to distinguish among all the data which are EU compliant.

The Chairwoman agreed to this comment and further confirmed that qualifying as a priority zone would not constitute a conditional criteria under CEF calls.

Then the Chairwoman invited other experts from the CC ITS AG to present the preliminary recommendations (draft roadmap). A first task of the experts was to offer guidance on the designation of priority zones in the context of action B, before making further recommendations on the implementation of RTTI in urban areas in compliance with the specifications.

Experts considered that there are several dimensions to consider when defining a priority zone, including the spatial dimension (i.e. relevant road network, interfaces with other urban and interurban areas/networks, coverage of ITS services), the operating environment dimension (i.e. network characteristics and topology, road status, traffic characteristics, ITS infrastructure/equipment), the organisational dimension (i.e. personal resources, ITS processes / workflows), the financial dimension (i.e. investment, maintenance, operation).

Priority zones identification is considered to be a political decision by urban authorities (based on expected enhancement of traffic conditions in interface with surrounding networks, data availability in digital format, management by local authorities of data collection-processing-publication-quality check within their current governance and budget, cost/benefit ratio) before being further designated to the EC by Member States.

Priority zones are defined in the RTTI delegated Regulation. They can take any form (e.g. arteries, ring roads, zones) and be implemented incrementally (i.e. extension of data scope and geographical coverage).

Priority zones should lead to added value for cities where RTTI could help to deal with traffic hot spots, freight routes, urban-interurban interfaces, major events… while priority zones would constitute a logical extension of existing services.

Priority zones should offer clear benefits to cities for them to adapt to the requirements of RTTI specifications and invest accordingly. This calls for raising the political profile of RTTI (and how it contributes to political priorities), evidence-based material on the benefits of ITS (and of applying the requirements of the RTTI specifications), funding support / financial incentives (at European and national levels). At local level this would translate into developing the right organisational framework (implying possible reorganisation, new procedures, new partnerships) and technical infrastructure (incl. migration from existing systems and possible integration within national architecture).

Regarding the standards needs and requirements stemming from the RTTI specifications, cities should be guided and encouraged to make use of existing urban open ITS standards frameworks. In addition a common pan-European DATEX II profile standardisation / harmonisation activity for the urban domain is indispensable to avoid that each city creates an own profile leading to a very fragmented RTTI landscape.

Also, in their views, Member States will have to establish a national strategy for priority zones (depending on their road network shape, national policies, technology readiness, legal structures, approach to risk management) and create a mechanism (incl. legal basis as and if relevant) helping local authorities to develop suitable organisational and procedural structures (also for assessment of compliance), and to engage with private stakeholders and standardisation bodies.

Road network that can be considered for designation as priority zones include: motorways and other strategic roads (where not already part of the TEN-T-Road), ring roads and radial arteries, freight routes (incl. areas around freight depots, ports and airports), routes to/from major attractions (such as sports stadia, conference/exhibition centres, concert venues), passenger multimodal hubs (e.g. rail stations, PT main interchanges).

A step by step approach is recommended where network coverage could extend gradually, RTTI services could be introduced and upgraded smoothly, a reasonable timeframe would allow realistic migration and deployment of systems. In the meantime communication campaign, additional guidance (e.g. blueprint for priority zones, knowledge transfer), funding of pilots, EU labelling, monitoring of impacts and evidence based cost-benefit results (e.g. through an observatory), further standardisation activities would provide additional support.

The implementation of the RTTI specifications in cities, through the process of priority zones designation, could possibly benefit from the current momentum on Open Data and recent adoption of the Digital Single Market Strategy.

An expert stressed that the progressive approach from TEN-T networks to motorways, ring roads, and cities arterial roads well reflect the architecture of their national data warehouse. Service providers are interested into cities datasets notably to ensure continuity with interurban networks. In a first step only the dataset which are comprehensive at city level will be included in the data warehouse (e.g. parking data). It is important that priority zones do not expose cities to further constraints.

Another expert recommended following a modular approach to urbanise DATEX II (i.e. proceed by thematic blocks e.g. parking, VMS). This would call for adapting the DATEX II exchange model towards more modularity. He also informed that cities from his Member State were interested into sharing data, notably for their external ring roads, but this might not necessarily end up in the designation of priority zones.

Experts recommended to link the work on priority zones with the new standardisation mandate for urban ITS, and to integrate RTTI priority zones within other initiatives such as smart cities.

The Chairwoman confirmed that the Member States experts will receive the next version of the draft roadmap and case studies once updated by the CC ITS AG.

AOB

The Chairman invited DG CNECT to present an initiative in support of innovative procurement. DG CNECT is developing a tool kit for procurers (building upon national initiatives and EU projects such as iMobility Procurement Handbook[2], CHARM PCP[3] which aim at enhancing traffic management, TRANSFORM[4] which will bring suppliers and procurers together towards more sustainable transport systems) and will complete a contact list of procurers by Member States and by domains (incl. transport).

Within the next 3 years, 3 major events will gather all procurers to exchange experiences and best practices, and 9 smaller thematic events / workshops will be organised. A workshop will address transport in particular. Also a workshop on ICT in transport will be held during the Open Days (10-15 October 2015) when the tool kit abovementioned will be presented. Dedicated assistance on selected case studies on Pre-Commercial Procurement (PCP) and Public Procurement of Innovations (PPI) will be offered. Therefore procurers interested are recommended to register via http://www.eafip.eu/.

The results of a study comparing different procurement measures in operation will be available this summer.

DG CNECT does not fund only the preparation of public procurements but the procurements themselves. In particular a PPI call for proposal is open under H2020 – Transport Work

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[2] http://www.imobilitysupport.eu/imobility-support/work-packages/wp3-support-to-its-deployment/pre-commercial-procurement
[3] http://rws.nl/en/about_us/business_opportunities/charm_pcp/index.aspx
[4] http://www.transform-europe.eu/overview/objective/

Programme – MG 8.3 Market up take of innovative transport infrastructure[5] with a deadline for application of 15 October 2015.

Detailed information on Innovation Procurement is available via
http://ec.europa.eu/digital-agenda/en/innovation-procurement
A brochure on Innovation Procurement is available via
http://ec.europa.eu/digital-agenda/en/news/innovation-procurement-power-public-purse

The Chairman closed the meeting and thanked all the experts for their active participation and contribution.

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[5]http://ec.europa.eu/research/participants/portal/desktop/en/opportunities/h2020/topics/2647-mg-8.3-2015.html#tab1

ANNEX

Agenda

from 9.30	Action B	
	Welcome coffee	
10.00	Welcome and 'Tour de Table'	DG MOVE/C3
10.15	Corrigendum & Status of delegated Regulation	DG MOVE/C3
10.30	Action B & TEN-T / CEF	all
11.00	Common issues	all
	- Metadata (scope & harmonisation) - Concession contracts - Geographical scope	
13.00-14.00	**Lunch Break**	

from 14.00	Capital Civitas - Urban ITS	
14h	Introduction of CC ITS Advisory Group	POLIS
	Objective & Activities of the AG	POLIS
14h30	Presentation of Case studies	CC ITS AG/POLIS
15h	Presentation of draft Roadmap	CC ITS AG/POLIS
15h30	Discussion on recommendations & Way forward	all
17.00	**AOB & Closure**	

List of participants

Austria
Belgium
Bulgaria
Germany
Denmark
Finland
France
Ireland
Norway
Netherlands
Poland
Portugal
Romania
Sweden
United Kingdom
EC (DG MOVE, DG CNECT)
POLIS
UTMC
OCA
Various Cities & Regions