ITS Conference 2012
Towards first ITS Specifications

Vienna, 22 October 2012
Conference Report

Conference Objectives
The conference aimed at informing stakeholders from the ITS community about the progress on the implementation of the ITS Action Plan and the ITS Directive. A further objective was to provide a platform for the exchange of views with various public and private stakeholders about the specifications under the ITS Directive and the legal issues concerning ITS deployment. Last but not least, the winners of the 1st Smart Mobility Challenge were presented and key solutions were provided for European Multimodal Journey Planners.

Summary of presentations and interventions
The conference was structured in five parts – an opening and closing session and three panels, in which various public and private stakeholders discussed about the ITS Directive, the specifications within and the legal issues concerning ITS deployment.

Opening Session
The opening session was moderated by Mr. Matthias Ruete, Director-General at DG MOVE, and started with Vice-President Kallas who emphasized the fact that ITS plays a key role in achieving a more efficient, sustainable and inclusive mobility and that the results of the 1st Smart Mobility Challenge underline that. The implementation of the ITS Action Plan is advancing well by not only identifying the right solutions for EU-wide ITS services, but also by bringing stakeholders together, both public and private. The ITS Directive works towards a harmonized deployment of ITS and the first delegated act from the Directive, related to eCall, will be adopted by the Commission by the end of the year. Innovation plays a key role in ITS, therefore the 2020 EU framework has a dedicated proposed budget of 6.8 Billion € for research and innovation for achieving a smart, green and integrated transport.

In his opening address, Mr. Efthymios Flourentzou, Minister of Communications and Works in Cyprus, presented the conclusions of the Informal Ministerial Meeting on Transport and Telecommunications hosted by the Cyprus Presidency, in Nicosia. The meeting focused on examining the fundamental elements that would facilitate the development of cross border, multimodal travel information and services. This was achieved through two special sessions: the importance of open and accessible data as a key element to smart transport and the potential of deploying multimodal journey planners and integrated ticketing as the means to foster sustainable mobility on the comprehensive Trans-European road network and in-urban areas.
Mr. Dieter-Lebrecht Koch, Vice-President of the Transport Committee of the European Parliament, emphasized the fact that implementation of eCall will be an important part on the way to a safer and smarter transport system in the European Union. The next step is mandatory deployment in all new types of cars after 2015.

In his presentation, Mr. Rudolf Schicker, Member of the Vienna City Council and the Vienna Provincial Parliament, gave a short description about what Vienna has to offer in terms of culture, history and entertainment and also put an emphasis on the development of the Viennese public transport system in terms of technology, comfort and price. The integration of ITS at a European level needs to rely on inclusiveness, equality, access and usability.

Ms. Eva Molnár, Director of the Transport Division at UNECE, started her speech by saying that ITS will trigger fundamental changes in the transport sector. Future inland transport systems should be shaped not just by technologies, but also by policy makers. The Inland Transport Committee of UNECE is committed to contribute to the elimination of obstacles towards broader use of ITS.

Concluding the opening session, Mr. Matthias Ruete gave a progress report on the implementation of the ITS Action Plan and the ITS Directive in terms of developing specifications for the six priority action fields and what are the next steps for the future.

First Panel: Towards Specifications under ITS Directive

The first panel was moderated by Mr. Pawel Stelmaszczyk, Head of the ITS Unit at DG MOVE, and contained the following members: Mr. Risto Kulmala from the Finnish Transport Agency, Ms. Christine Lotz from BASt, Germany, Mr. Helge Molin from the Federal Ministry for Transport and Innovation and Mr. Klaus Schierhackl, CEO of ASFINAG, Austria.

Mr. Stelmaszczyk gave a presentation on the progress of adopting specifications under the ITS Directive and a status report on three of the here stated priority actions: priority action C – provision of road safety related minimum universal traffic information, priority action D – provision of EU wide eCall service and priority action E – provision of information services for safe and secure parking for trucks and commercial vehicles. A practical example of priority action E was given by Mr. Klaus Schierhackl from ASFINAG, who described the information service for safe and secure parking for trucks existing in Austria.

The discussion with the first panel revolved around the question “how much do you think these specifications, when adopted, are going to make a real difference in improving road safety as well as improving the efficiency of the transport system across Europe?”

The following issues were raised by the stakeholders during discussions:

- The quality of the specifications is highly important, so that it will represent an incentive for member states to deploy ITS services;
- There is an expectation of increased quality of traffic information, with the adoption of the specifications, but a realistic and acceptable quality level has to be identified first;
- The existing technologies that have already been deployed have to be acknowledged and exploited to their full extent;
- Overregulation can be an issue, especially with respect to the coverage of the road network;
- The responsibility of payment should be shared by both the public and private sector;
- There should be more emphasis on the practical level and the development of the market, rather than on theoretical discussions.
Second Panel: Legal Issues on ITS deployment

The second panel was moderated by Mr Gzim Ocakoglu, Team Leader within Unit C3 “Intelligent Transport Systems” from DG MOVE, and contained the following speakers: Mr Stefan Eisses, Managing Director of Rapp Trans Netherlands and Mr Gilles Carabin, working for DG MOVE. This session was completed with the following panelists: Mr Peter Cullum, Road Haulage Association, Mr Simon Hania, Program Director Privacy and Data Protection at TomTom and Mr Chirstian Rousseau, in charge of ITS deployment at Renault.

Mr Ocakoglu opened the session with emphasizing the importance to clear the terms of liability as it becomes more and more important in the complex chains of ITS applications and services. He also reminded the audience to take part in an online survey dealing with the review of the ITS Action Plan and how important feedback therefore is.

Mr Eisses presented the results of a study about data protection, outlining the key questions about what is the state-of-the-art in ITS data protection, which ITS areas are the most sensitive ones and which measures help to protect data. The main point was to find the balance between using as much possible data for economical means while still upholding the highest possible level of data protection for the user. There is a need of clear regulation, which data is stored where, to which extent, who is responsible for it, who has access to it and whether the user does agree with this. Privacy by design could be one of the future approaches but first of all specific guidelines are needed. And finally privacy issues need to be solved at the beginning and not at the end of the implementation of ITS applications and services.

The first panelist’s discussion revolved about the following fact:

- The steps between introducing regulations and implementing applications are not clear, there exists a lack of specifications and guidelines. To achieve the best effort, industry and authorities have to work closely together for a common understanding.

Mr Carabin presented a draft of final results of a study about liability aspects. The main key questions were, what is the state-of-the-art regarding liability issues, which measures are applied so far, what are the most sensitive liability ITS applications and which measures are required in the future. To get some first input on how to answer these questions, a stakeholder survey was arranged to get as much aspects from different views as possible. The study provided the following recommendations: event data recorders could be a powerful tool to address liability; an adaption of the Vienna convention and notably its article 8 could be necessary regarding automated driving; standards are needed to evaluate progress levels; cooperative systems can only be implemented if the rules regarding responsibilities are clear and well defined. The presentation ended with the conclusion that there exists a big lack of knowledge on specific rights and duties for each stakeholder, which has to be solved.

The second panelist’s discussion revolved about the following aspects:

- Industry doubts that regulations and standards could help to solve liability issues, especially in front of the court, where e.g. event data recorders are not accepted until now.
- There exists a chicken-and-egg problem. Specifications are not future proofed, so firstly nobody knows if they are going in the right direction. But on the other hand, implementing ITS applications without liability regulations seems to be a problem as well.
- At least it was the common sense that liability is a big issue for some ITS applications with a need for action.
Third Panel: 1st Smart Mobility Challenge: Towards European Multimodal Journey Planner

The third panel was moderated as well by Mr Gzim Ocakoglu and included the four winners of the challenge: Mr Thomas Chlebnican from Chaps with the project IDOS, Mr Danilo Gismondi, CIO at Trenitalia with project T.com, Mr Maxim Nohroudi, CEO at the startup Waymate and Mrs Frédérique Ville from SNCF with Mytripset.

Mr Ocakoglu opened the session with mentioning that the need for multimodal traffic planners as well as multimodal traffic information was already identified in the ITS Action Plan in 2008. In 2011 the 1st Smart Mobility Challenge was launched to get solutions for real multimodal, real Europe travel planners. A lot of positive results could be achieved during this challenge and the need for such planners as well as their challenging issues could be outlined.

Mr Chlebnican emphasized that their understanding of door-to-door travel planning includes all possible transport modes as well as the seamless interaction and all possibly needed information between those modes. IDOS offers different possibilities to acces data via SMS, call-centers, offline PC applications as well as smartphone applications. It is one of the top five Internet applications in the Czech Republic. But for a real working Europe-wide journey planner, the interest of the main stakeholders is mandatory.

Mr Gismondi outlined the need of using mainly external services and extending the network to achieve widespread multimodal journey planners. Market researches showed the need of information. Not just trip information itself but users want even more additional information (e.g. taking a pet or a bike on the trip). Trenitalia doesn’t talk just about trip planning, they talk about travel solution experience, which requires an even bigger set of connected, real time information.

Mr Nohroudi explained that the idea for Waymate is based on the own experiences of two inventors. Waymate is available as private-beta-test phase and will be launched in the upcoming weeks on web and mobile. Waymate concentrates on information by design instead of text so that the user gets quick and simple access to the needed information. And last but not least Waymate focuses on excellent user experience. Therefore it includes as well many user preferences, like e.g. the “Deutsche Bahn-card”.

Mrs Ville emphasized the close cooperation between customers and technology that build the base of Mytripset. Several years of comparisons of different transport modes as well as regular customer feedback are main inputs for the journey planner.

Closing Session

The closing session was moderated by Mr Fotis Karamitsos from DG MOVE, who outlined the presence of all three services, DG MOVE, DG CONNECT and DG RTD, working together on the ITS domain, to finish together this conference.

Mr Zoran Stancic from DG CONNECT highlighted the importance of Horizon 2020 and therefore a suitable working budget. He emphasized as well the importance of cooperation between all kinds of stakeholders and the support for the European Commission and their work.

Mr Liam Breslin from DG RTD outlined the need of intensive collaboration, between different technologies, stakeholders but also the different DG departments and different framework programmes.

Mr Karamitsos closed the session and the conference with the fact that ITS will be quite important for the future and that it is now our duty to prepare a base where it can develop in the best way. And therefore the challenges, which came up during today’s conference, like the need for clearer specifications, guidelines for data protection as well as an answer to liability issues have to be solved in the next steps.