Evaluation of ITS Directive
2010/40/EU

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Stakeholder Workshop
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Disclaimer

• This presentation presents draft conclusions/recommendations. Any views expressed are preliminary views and may not in any circumstances be regarded as stating an official position of Ricardo Energy & Environment or the Commission.

Interactive session

• Following this presentation an interactive session was held during the workshop where each participant was given the opportunity to allocate up to four votes on recommendations they supported (indicated as +1) and a maximum of two votes on recommendations they did not support or felt was unclear (indicated as -1).

• The results of the voting are shown in this presentation
Agenda

• Recommendations given under the following themes:

  • General recommendations

    • Strengthening the effectiveness
    • Improve reporting and knowledge base
    • Increase coherence
    • Governance structures
### General recommendations

- The general objectives of the Directive are still relevant today and the same applies to the Delegated acts.

- Withdrawal from the Directive would be expected to slow down ITS deployment in the future and increase the risk of divergence and fragmentation.

**Recommendation 1** – Maintain the Directive and the Delegated Acts as they are still relevant. **+15, -2**
Agenda

• General recommendations

• Strengthening the effectiveness
  • Improve reporting and knowledge base
  • Increase coherence
  • Governance structures
Strengthening the effectiveness of the policy framework

**Conclusion** - Significant increase in development of ITS infrastructure, but limited deployment of ITS services

- Due to a lack of strong business case and limited financial resources at national level.
- Greater focus on support measures for deployment of services needed.

**Recommendation 2** – Future support from CEF beyond pilot stage to help demonstrate a business case for broader deployment of cross-border ITS. +19, -1

**Conclusion** – 10 years since Action Plan was released, so time to review to include developments in technology and emerging needs.

- Analysis shows that mechanisms are working, but too early to see impacts.

**Recommendation 3** – Update Action Plan and create a more comprehensive ITS deployment strategy to complement the Directive. +3

**Recommendation 4** – Include specific targets for deployment at EU and possibly national level, with timelines. +3, -5
Strengthening the effectiveness of the policy framework

Conclusion – The objectives of the Directive and Action plan provide a framework for subsequent action.

Recommendation 5 – Add as an explicit objective of the Directive to cover C-ITS
• Include reference to ensuring security, and aim of cooperative, connected and automated mobility +7, -1

Recommendation 6 – Add an objective that makes explicit reference to all modes of transport and roads, particularly in urban areas.
• No specific objective refers to all modes currently
• Could underline that ITS should support the delivery of integrated, sustainable, low carbon mobility +3, -2
Strengthening the effectiveness of the policy framework

Conclusion – Priority Areas and Actions have led to high levels of deployment in those areas.

• Success is driven by explicit identification of importance, so expanding the scope of priority actions could be valuable.

**Recommendation 7** – Revise scope of existing priority areas/actions, to add support in areas where least progress is made/most support is required to address emerging trends. +6, -2

Conclusion – ITS technology is evolving, and it is important the Directive supports appropriate ITS and addresses relevant issues.

**Recommendation 8** – Consider defining additional priority areas/actions to ensure Directive remains up-to-date, effective and future proof.

• Potential candidates from autonomous vehicles, urban ITS and data protection and security. +4, -5
Recommendations

_Strengthening the effectiveness of the policy framework_

**Conclusion** – Action at international level through UN ECE and ICO helps reach greater harmonisation and interoperability at global scale.

- EU already has leading role in both organisations.

**Recommendation 9** – Maintain and strengthen role of EU in international bodies, with the objective of ensuring compatibility of solutions internationally. **+4, -3**
Agenda

- General recommendations
- Strengthening the effectiveness
- **Improve reporting and knowledge base**
- Increase coherence
- Governance structures
Recommendations

Improve reporting and knowledge base

Conclusion – Analysis of national reports shows Member States struggled to provide KPIs in a consistent and comprehensive way.

Recommendation 10 – Better guidance on calculating KPIs following a comprehensive discussion on feasibility of data collection required and improvements to methodology. +2

i. Deployment KPIs – Focus on reporting some key ITS services common across Member States and improved methodology for calculation of nation-wide deployment percentages. +2, -1

ii. Benefit KPIs – More detailed description of methodology for assessing benefits, complemented with best practices and knowledge sharing activities across Member States. +7

iii. Financial KPIs – EU level guidance on collecting financial KPIs, potentially using a template which precisely explains the description required. 0
**Recommendations**

*Improve reporting and knowledge base*

**Conclusion** – Use of reporting structure voluntary, so some Member States use their own format.

- Makes comparison difficult, and hard to identify gaps.

**Recommendation 11** – Report structure to be mandatory, to improve comparability and help assess completeness and quality of data. +4, -5

**Recommendation 12** – Network effect of ITS means significant benefits only develop when deployed in large numbers, so benefit KPIs only need to be reported after deployment has picked up. -6

**Conclusion** – National reports do not clearly explain national ITS strategy, relevant priorities and progress made.

**Recommendation 13** – Include a section on national strategy to inform EU-level strategy. +5
Recommendations

Improve reporting and knowledge base

Conclusion – Reporting on the Directive and Delegated Acts are not aligned, with different frequencies and deadlines.

• This increases administrative burden, and streamlining would minimise costs.

• One option would be to align report timings for all priority actions, so Member States could report in one annual report with the same structure. +11

Conclusion – Limited visibility of activities performed by national authorities, despite national reports.

• Reports are often long and not user friendly, so useful information is lost.

Recommendation 15 – Develop a dedicated website to present progress made by priority area, possibly through ITS Observatory or TRIMIS. +14

Recommendation 16 – Once reporting on KPIs is streamlined, a scoreboard on deployment statistics can be developed. +2
Improve reporting and knowledge base

Conclusion – Limited information on cost for development of ITS, that could be brought together in systemic and comprehensive manner.

• Relevant information in support studies for Delegated Acts, and through EU funded projects.

Recommendation 17 – Development of portal similar to the U.S. DOT ITS Knowledge Resources portal, where datasets on costs and benefits are consolidated.

• Cost-benefit analysis for such a portal would be needed, and possibility of integration with existing information portals. -7
Agenda

- General recommendations
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- Governance structures
- Increase coherence
Governance structures

Conclusion – ITS Committee has fulfilled function as mechanism for cooperation and coordination among Member States.

- However, not as clear for ITS Advisory Group, which some consider as a tool to inform industry of planned activities, rather than providing guidance.
- Friends of ITS informal meetings intended to encourage cooperation, but not clear if this has been effective.

Recommendation 18 – Revamp ITS Advisory Group with more clear definition of intended role, and possible increased role in definition of objectives and priorities. +8
Agenda

• General recommendations
• Strengthening the effectiveness
• Improve reporting and knowledge base
• Governance structures

• Increase coherence
**Increase coherence**

**Conclusion** – No specific issues, with strategic EU policy documents evolving in their references to ITS and C-ITS.

**Recommendation 19** – Review of General Vehicle Safety Regulation to identify if there is an argument for mandatory inclusion of C-ITS applications in new vehicles. +13, -2

**Recommendation 20** – Consider amending roadworthiness testing Directive to ensure assessment of ITS applications during periodic test. +6, -1

**Recommendation 21** – Review implications of GDPR and e-privacy Regulation for C-ITS. +21, -1

**Recommendation 22** – Use of other instruments to increase demand for ITS, such as public procurement.
- Include relevant ITS criteria in procurement processes for road transport. +2, -7

**Recommendation 23** – Use common definitions across Directive and Delegated Acts to improve clarity and consistency. +26
Questions/Comments?
Next steps

Today’s workshop

- Written feedback to the analysis/findings to be provided by 4th of May

Remainder of project

- Study team is available for further discussion if stakeholders are interested
  - Interviews to be conducted by 4th of May
  - Further questions to: ITS.evaluation@ricardo.com