



Identifying ITS Opportunities for the HA EC Policy Newsletter: December 2009

■ ITS RADAR INTERNATIONAL PROJECT

This project is providing intelligence for the Highways Agency on ITS developments in Europe and around the world. It is carried out by TRL and AECOM on behalf of the HA. The project summarises key information for decision makers and practitioners on activities related to Intelligent Transport Systems (ITS). The project covers specific areas of key interest to the HA.

Regular newsletters are being produced, covering information which is in the public domain. For more information about the project and the services provided, the web site can be reached at: www.highways.gov.uk/itsradar.

To contact us and let us know what you would like this project to deliver please email us at: ITSRadarInternational@trl.co.uk

■ ABOUT EC POLICY

The European Commission area of the project is designed to inform the Highways Agency about activities concerning policies, legislation, regulations and other initiatives that have an impact on ITS in Europe and are relevant to the Highways Agency. The two key Directorates with responsibilities for ITS in the European Commission are DG TREN (Transport and Energy) and DG INFSO (Information Society and Media).

■ MEETINGS

Results from eCall summit 2009

Source: [ERTICO](#)

The 12th eSafety Forum Plenary meeting titled – “The eCall Summit: Time for deployment” was held in Brussels on 29 October 2009.

Emilio Dávila of DG INFSO reaffirmed that the eCall initiative has a strong political backing at the European level. Mr Dávila stated that the EC expected significant progress in deploying eCall by Member states before the end of 2009 and drew attention to the recent “eCall: Time for Deployment” communication, that was reported on in a previous [ITS Radar International article](#).

Stakeholders from the Telecom side, the PSAP side and the in-vehicle side of the eCall programme have agreed that the necessary preparations are well

underway and that eCall will be deployed. ETSI/3GPP and CEN presented the status of their standardisation work on eCall. The technical specifications and standards were demonstrated to have reached the later stages of the development cycle. It was agreed that the time has now come to start carrying out the eCall pilot tests that are being planned by the eCall Implementation Platform.

Additional information on the summit and a copy of the presentations is available on the [European Commission's website](#).

HA recommended to view the presentations

■ **CALLS FOR PROPOSALS**

No new calls for proposals

■ **HOT TOPICS**

Analysts doubt EC's approach to eCall

Source: [ITS International](#)

Strategy Analytics Wireless Enterprise Strategies report, "eCall Gets the Green Light: But It's Bad News for Wireless Carriers and Automakers" highlights what some analysts believe is a flaw with the approach adopted by the EC to eCall implementation.

The analysts who prepared the report believe that under the current approach neither vehicle manufacturers nor wireless carriers will benefit from eCall. "It is hard to argue the virtue of saving lives and speeding assistance to crash victims. But in a free market, the value of such a system or service, if demonstrable or self-evident, should not require a mandate and should not be free. It is unfortunate that the European Commission could not simply have mandated the eCall system without mandating the technology," commented Andrew Brown, director of Wireless Enterprise and co-author of the report.

The report also highlights that use of a voice channel is likely to restrict the ability of suppliers to add Value Added Services at low cost.

ITS Radar International will continue to monitor eCall

EU-wide internet innovation strategy to bring more efficiency to mobility

Source: [ERTICO](#)

On 28 October 2009, the European Commission launched an EU-wide internet innovation strategy, linking governments and different industry sectors across Europe.

The aim is for Europe to become a leader in the research and implementation of internet technologies in creating smart infrastructure in areas such as the transport sector. Currently, the EC is putting emphasis on looking to ITS technologies to alleviate mobility problems facing Europe today and in the future. The internet could provide a solution to interconnect these diverse ITS technologies and bring more efficiency to mobility through real time management of public and private transport resources, traveller information and decision-making tools, beyond the capability of current solutions.

The Commission urges governments and industry to work together on key internet technologies and their fast application to daily life. The EC is planning to issue a call for proposals in 2010 which will make 300 million Euros (£268 million) available over the 2011 to 2013 period for developing advanced internet technologies.

Further information on the communication can be found on the [European Commission's website](#).

ITS Radar International will watch for the call for proposals

The EC mandates standardisation for cooperative systems

Source: [ERTICO](#)

Standardisation was identified as a priority area by the EC in the ITS Action Plan and is seen as being key in helping to achieve European and global ITS co-operation and coordination.

The European Commission has invited the European Standardisation Organisations (ETSI, CEN, CENELEC) to prepare a coherent set of standards, specifications and guidelines to support European implementation and deployment of cooperative ITS technologies.

The mandate can be viewed on the [European Commission's website](#).

ITS Radar International will continue to monitor eCall standards

Outcome of the Seminar on the Economic Crisis in Road Transport

Source: [European Commission](#)

On 23 October 2009 the European Commission held a seminar with academics and representatives of the road haulage industry to analyse the effects of the economic crisis on them and to discuss potential exit strategies.

The main point to come out of the discussions was that short term measures that could damage the transportation sector in the long term must be avoided. Instead, attention must be directed to maintaining the sector's capacity so that it can cope with the recovery and with the increase in demand that is expected from further globalisation.

One of the areas highlighted as deserving particular attention in the post-crisis situation was the EU's climate change policy, particularly in view of the commercial vehicle sector's current constraints to develop new technologies.

European Commission takes Portugal to the Court of Justice for infringing EU legislation on road charging

Source: [Europa](#)

The European Commission has lodged a case to the Court of Justice over Portugal's failure to implement [Directive 2006/38/EC 1](#) (the "Eurovignette" Directive).

The Directive sets common rules on distance-related tolls and time-based user charges for goods vehicles (above 3.5 tonnes) for the use of certain road infrastructure. The directive is aimed at ensuring the proper functioning of the internal market in commercial road transport and fair competition by applying principles of fair and efficient pricing for the use of transport infrastructure.

Member States were obliged to bring into force all necessary measures in order to comply with the Directive by 10 June 2008. Portugal has not yet notified the Commission that the Directive has been implemented into the national law.

EU invests first part of TEN-T funding in infrastructure work

Source: [Europa](#)

During the first day of the TEN-T days conference in Naples, titled: "The future of Trans-European Transport Networks: building bridges between Europe and its neighbours", European Commission Vice-President in charge of transport Antonio Tajani signed the first part of TEN-T funding decision document.

The total amount of funding allocated to TEN-T projects is 500 million Euros (£448 million) and was originally expected to be allocated over several years. However, some of the funding decisions have been brought forward as part of the Commission's response to the economic crisis. Improving the infrastructure could serve as a catalyst for increasing economic activity.

Funding for the following projects in the UK has been announced:

- Thames Estuary dredge and reclamation works to support the integrated multi-modal London Gateway port and logistics development – increasing the depth of the London Gateway port in order to enable access of Ultra Large Container Carriers. Further information is available from the [project summary page](#).
- A14 Corridor Traffic Management Scheme – improvement of traffic conditions along 3 heavily congested sections of the A14 by installing traffic monitoring, improved accident detection and Variable Message Signs. Further information is available from the [project summary page](#).
- Felixstowe-Nuneaton Route Work – Increasing capacity of rail haulage to meet expected demand. Further information is available from the [project summary page](#).

A list of projects in other European countries can be seen on the [European Commission Transport's website](#).

In total, funding for projects in 11 European countries has been announced so far. Further announcements are expected later this year of a second group of projects that are set to benefit from TEN-T funding.

ITS Radar International will continue to monitor TEN-T funding

■ PROJECTS

No new projects

■ RECENT PUBLICATIONS

The road to sustainable transport and mobility

Source: World Highways (October 2009 issue)

The article highlights that both member and non-member countries of the Organisation for Economic Co-operation and Development (OECD) are faced

with similar problems when it comes to addressing the increasing demand for transport and managing transport related issues.

It is suggested in the article that policy makers in both sets of countries should focus more on non-infrastructure policy to influence and manage the demand for transport. Possible policy measures are separated into three types: Hardware, Software and Think-ware. Policy measures in the hardware relate mostly to the physical infrastructure. The software category covers rules and regulations, and the think-ware category covers preferences determining choice behaviour of road and transport users.

The article goes on to suggest that policy makers should put more emphasis on the policy measures in the software and think-ware categories. Initiatives that fall into those categories implemented in the Netherlands: Partnerprogramma Infrastructuur Management (PIM), Anders Betalen voor Mobiliteit (AbvM) and Nieuwe Rijden were used as examples of successful implementation.

■ GLOSSARY

3GPP	3rd Generation Mobile System based on the evolved GSM core networks
AbvM	Anders Betalen voor Mobiliteit
CEN	The European Committee for Standardization
CENELEC	Comité Européen de Normalisation Électrotechnique (European Committee for Electrotechnical Standardization)
DG INFSO	The EC Information Society and Media Directorate General
EC	European Commission
eCall	European in-vehicle Emergency call service that automatically contacts emergency services if the vehicle is involved in an accident. For vehicles under development in Europe, promoted by the European Commission
ETSI	The European Telecommunications Standards Institute
ITS	Intelligent Transportation Systems: "The integration of information and communications technology with transport infrastructure, vehicles and users" [ERTICO]; "The application of information technology, communications technology, and sensor technology, including the internet (both wired and wireless), to the general challenges and opportunities of surface transportation" [ISO TC 204]
OECD	Organisation for Economic Co-operation and Development
PIM	Partnerprogramma Infrastructuur Management
PSAP	Public Safety Answering Point
TENT-T	Trans-European Transport Network programme