

POSITION PAPER

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EMBRACING EUROPEAN LEADERSHIP IN SMART AND SUSTAINABLE MOBILITY: Orgalim position on the delegated regulation on the deployment and operational use of cooperative intelligent transport systems (“C-ITS”):

Smart mobility enables the movement of people and goods in an efficient, safe and comfortable way while minimising environmental impacts in support of the Paris Agreement. Different modes of transport co-exist and must be used to their optimum. In turn, the optimal utilisation of a transport system is achieved through the development of efficient communication and information systems that allow passengers, drivers and traffic operators to communicate and make decisions in real-time based on the options available at that moment. Cooperative Intelligent Transport Systems (C-ITS) will allow to adjust traffic operations on a continuous basis and further improve efficiency. C-ITS play a crucial role in reaping the benefits of digitisation of the transport sector for both public and private stakeholders, including improved road safety or comfort of driving.

Today, Europe still has a chance to become a first mover, gain global leadership and create major business opportunities for Europe while increasing the safety, security, health and convenience for passengers and drivers. Therefore:

- Orgalim believes that the time has come to start setting the first specifications for the short-term deployment of the “Day 1 C-ITS Services”, as identified by the C-ITS platform experts. This should happen through the Commission’s delegated regulation according to article 7 of the ITS Directive 2010/40/EU.
- We encourage regulators to resolve last legal issues raised by Member States and support the entry into force of the Commission’s delegated regulation. This would be an important step in advancing the deployment of mature safety-related C-ITS services in Europe and at the same time it allows embracing further technology advances, notably in the area of 5G, as innovation evolves and becomes ever more mature. While our industries remain committed to continue deployment in order to improve road safety, a stable regulatory framework is needed for authorities to continue investing in C-ITS.

In our view, the Commission’s delegated regulation taps into first mover opportunities for Europe and is a coherent step in the light of its ambition of innovating for smart and sustainable mobility. Its approach establishes a reliable regulatory frameworks across the EU so that deployment of C-ITS can advance as quickly as possible and, in particular, mature safety-related C-ITS services can be deployed on a wide scale from 2019 onwards. Vehicles would be enabled to ‘talk’ to each other, to the road infrastructure, and to

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other road users – for instance about dangerous situations, road works or traffic jams, making road transport safer, cleaner and more efficient.

The “hybrid communication” approach chosen by the Commission in our view is a sensible way forward. It does not prescribe any technology or standard but creates the minimal legal requirements for interoperability for C-ITS while also enabling large-scale deployment of C-ITS systems and services from 2019 in a technology neutral manner. It combines mature technologies, such as the internationally recognised ITS-G5 standard, a short-range system which is ideal for safety critical services, and 3G/4G for less time-critical vehicle-to-infrastructure services.

At the same time, the delegated act remains open for further innovation, notably for 5G. Orgalim supports this open approach. Both standards, ITS-G5 and 5G, will be needed in a future sustainable mobility system, which is recognised in the Commission’s delegated regulation.

In particular, we welcome the approach of article 33, which sets out a procedure for swift integration of new technologies and further applications as soon as they become available for deployment. Orgalim believes that in the long-term 5G mobile networks will deliver important use cases for cooperative Intelligent Transport Systems. However, this should not hinder the application of already available mature safety related C-ITS services supported by ITS-G5 today.