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Cooperative-Intelligent Transport Systems: Towards a Masterplan for Deployment

EXECUTIVE SUMMARY

Orgalime represents European technology manufacturers of key enabling technologies, including those needed to build Intelligent Transport Systems (ITS), such as in the domain of transport and connected and automated mobility systems. Our industries are eagerly anticipating the upcoming Commission Communication "A Master Plan for the Deployment of Interoperable Cooperative Intelligent Transport Systems (C-ITS) in the EU" against the background of the Commission's headline priorities of Jobs and Growth, Digital Single Market and Energy Union, including the objective of further decarbonising the transport sector.

In this paper, we reason what should to be tackled by the Masterplan Communication. To begin with, we urge the Commission not to lose momentum and use this opportunity to lay out an ambitious and long-term European-wide strategy for investments in ITS deployment for Member States. More specifically, Orgalime has the following recommendations:

- send a clear investment signal to all actors involved: Member States, users, industry, public and private investors to drive significant deployment and encourage the further development and manufacturing of the relevant technologies.
- set a coherent roadmap for deployment across the EU, including an ambitious target to deploy the available ITS technologies and services by 2019.
- propose specifications through adopting delegated acts under the ITS Directive to foster the deployment of available ITS, such as Day 1 C-ITS services.
- fully implement and enforce the ITS Directive and ITS Action Plan in Member States.
- support the development of international and EU harmonised standards.
- recognise that deployment of connected and automated vehicles and the deployment of C-ITS technologies, services and infrastructures should be complementing each other and be mutually reinforcing.
- ensure that public data is provided by public services and municipalities to allow for users and business to fully reap the benefits of ITS systems.
- acknowledge that the usage of in-vehicle data for the aftermarket must be made possible. At least, there should be a clear structure proposed about how in-vehicle data can be used by all market players, provided the data subject consents.
- coordinate Member States' efforts with a common European vision based on existing strategies and initiatives to ensure interoperability and facilitate cross-border deployment.

Orgalime believes that initiatives, such as the C-ITS platform, have achieved much, but precise guidance from the Commission is needed through the upcoming Masterplan on how to tap the full potential of C-ITS technologies and services in the EU, including a coherent set of immediate actions.

www.orgalime.org

ORGALIME aisbl | Diamant Building | Boulevard A Reyers 80 | B1030 | Brussels | Belgium
Tel: +32 2 706 82 35 | Fax: +32 2 706 82 50 | e-mail: secretariat@orgalime.org
Ass. Intern. A.R. 12.7.74 | VAT BE 0414 341 438

1. Introduction

Orgalime supports the creation of lead markets for high-tech infrastructures across Europe, including in the area of transportation. Smart mobility enables the movement of people and goods in an efficient and comfortable way while minimising environmental impacts. Different modes of transport co-exist and must be used to their optimum. The optimum utilisation of a transport system is achieved through the development of efficient communication and information systems that allow passengers, drivers and traffic operators to make decisions in real-time based on the options available at that moment. Systems that collect and analyse data efficiently will allow traffic operating conditions to be adjusted on a continuous basis to further improve efficiency. Such Intelligent Transport Systems (ITS) play also a crucial role in reaping the benefits of digitisation of transport for both public and private stakeholders.

Our industry thinks that Europe clearly lags behind in terms of deploying and making use of ITS compared to other regions in the world. Eventually, the deployment of ITS will create major business opportunities for Europe and has the potential to increase safety, security, health and convenience for passengers and drivers. There is an increasing need to manage growing traffic demand in existing road and transport infrastructures. Technologies and services in Cooperative Intelligent Transport Systems (C-ITS) can help to control, enable and execute specific policies, for example congestion management in cities, and thereby tackle environmental issues.

Our sector is very active on C-ITS and manufactures key technologies that are needed to build C-ITS for transport and mobility services. Orgalime represents manufacturers of microelectronics, system integrators, which provide technical consulting and auditing, basic and detail engineering, manufacturing, installation, operation and management of turnkey solutions for the transport (ITS) and environmental (Supply Chain Management) sectors, to name but a few.

We represent a number of technology solutions and applications available today or under development, such as car-to-car and car-to-infrastructure communication, telematics, eCall, the Galileo satellite navigation system and the European train control system (ETCS). Our sector supports smart mobility innovations and provides solutions that deliver the best mobility services with the minimum impact on the environment.

2. Orgalime's detailed recommendations of the European engineering industries on the EU Commission Masterplan for C-ITS deployment

Orgalime generally agrees with the Commission's forecasting of "A Master Plan for the deployment of Interoperable Cooperative Intelligent Transport Systems in the EU" as shown in the Indicative Roadmap[1]. With this paper, our organisation names the issues that our industry thinks deserve particular attention in the Masterplan Communication.

2.1. A much needed investment signal

Orgalime believes a clear investment signal is needed for both, private investors required to drive a significant deployment and for our industry, which develops and manufactures the technologies. The Masterplan, although non-binding, should reassure the industry that the EU institutions and Member States are committed to a coherent deployment of interoperable C-ITS across Europe. The current situation is indeed a fragmented market, where ITS are being deployed in Member States at different speeds and in a non-interoperable manner.

We expect that the Communication clearly addresses the risks that would emerge, if Member States opted for individual ITS frameworks without coordination and joint actions at the EU level. We therefore welcome the Commissions' objective of "setting up a roadmap for further actions" that would give greater certainty to ensure synchronised investments. Our sector hopes that the roadmap is sufficient to trigger the necessary economies of scale, while ensuring EU-wide interoperability and continuity of service.

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[1] EC Indicative_Roadmap - April 2016

The Commission declares the following specific objectives of the Masterplan:

- increasing the continuity and interoperability of C-ITS, through a more coordinated development and deployment across Member States and industries.
- increase the rate of deployment and market uptake of C-ITS to realise the full benefits of C-ITS.
- improve the use and accessibility of data and information in the transport sector.

Orgalime believes that these objectives are accurate, but the emergence of a unique legal and technical framework is essential as much as coordinated efforts to ensure the rapid uptake of C-ITS.

2.2. Technology is ready – set a target and specifications to foster the deployment of Day 4 C-ITS services

DG MOVE's C-ITS platform concluded that technologies are ready and are being deployed in other parts of the world already. In the C-ITS report[2], the platform announced it would be ready to deploy by 2019 already available technologies and Day-1 and Day 1.5 services, provided that a unique legal and technical framework and coordinated efforts are in place in the EU. Our industries are fully committed to support the EU in meeting this target.

An ambitious target year 2019 should be the main driver behind any set of follow-up actions the Commission may place in the Masterplan. We encourage the Commission to focus on a coherent set of workable actions and immediate measures that would together add to the much needed target and legal and technical framework that would provide investment signals for the sector.

Orgalime believes that the time has come to set specifications for the short-term deployment of the "Day 1 C-ITS Services", as they have been identified by the C-ITS platform experts. This should happen through the Commission by means of adopting delegated acts, according to article 7 of the ITS Directive 2010/40/EU. This should be followed by similar actions to deploy the soon to be ready "Day 1.5 services" identified by the same experts.

2.3. Set strong links to other EU policy strategies

Orgalime supports the intention of supervising the challenges related to the decarbonisation of the entire transport system, which includes the promising aspect of modernising Europe´s transport infrastructures and offers the possibility to strive for tapping into synergies with the EU´s Digital and Energy Union policies. We welcome that last year's Energy Union Communication of the Commission recognised that "better traffic management should also be promoted as a modern, forward-looking tool to cut CO_2 emissions." The Commission's Digital Single Market and the Digital Strategy has rightly placed ITS and smart mobility as core enablers, since both can incorporate ICT-solutions in transport and will create exchange of massive data volumes.

The Masterplan should strengthen the links with the upcoming Communication on Decarbonising the Transport Sector, which is also mentioned as a deliverable of the Energy Union Package.

2.4. Enforce implementation of Directive and focus use of delegated acts on C-ITS and infrastructure measures

The EU has set up a regulatory framework for six priority actions that have been identified in the ITS Directive 2010/40/EU and the 2008 ITS Action Plan. The ITS Directive provides a basic framework allowing Member States to adopt subsequent regulatory measures. However, in its 2014 Report on the implementation of the ITS Directive and the ITS Action Plan, the Commission finds that Member States have been slow in transposing both instruments; hence the deployment of already available ITS technologies and services has been delayed.

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[2] C-ITS platform Report – January 2016

Orgalime strongly recommends the Commission to urge Member States to fully implement the ITS Directive and the ITS Action Plans. Tools to enforce the implementation must be fully exploited.

According to the report, Member States argued that the Directive contains few really specific immediate measures to be transposed. Article 2 (iv) and Annex I set C-ITS within the priority area IV "Linking the vehicle with the transport infrastructure". We recommend that the Masterplan Communication provides precise proposals for actions, such as delegated acts for Member States to work especially on this priority area.

Since its entry into force, significant technology development has taken place and in the 2017review, it will be essential to check whether the Directive remains up to date and if the delegated acts are still sufficient to support current progress in ITS.

2.5. Disseminate C-ITS platform conclusion but also focus on open questions

Orgalime is a member of DG MOVE's Cooperative-ITS platform, which, in our view, is proving valuable to find common solution amongst stakeholders. We therefore endorse the Commission's intention to disseminate the outcomes of the C-ITS platform with this Masterplan to a wider audience.

However, not all working groups of the platform have made sufficient progress. Key questions on the further use of C-ITS services were discussed, especially, in working group 6 on access to in-vehicle data and resources.

We noted with regret that not all issues could be solved "because these issues were not only technical, but were related to different and sometimes competing concepts or opposite strategies". Particularly, the different views on how data can be accessed and different strategies towards on-board application platform and data server platforms became apparent. Orgalime wishes to emphasise the importance for the aftermarket to be able to use data generated by the vehicle and we think this must be made possible by the legal framework. At least, there should be a clear structure about how the data generated by a vehicle can be used by all market players, provided the data subject consents and decides voluntarily if data can be provided and to whom.

Overall, Orgalime welcomes the five guiding principles the working group 6 of the C-ITS platform as approved:
1. Data provision conditions: consent
2. Fair and undistorted competition
3. Data privacy and data protection
4. Tamper-proof access and liability
5. Data economy

2.6. Coordinate Member States' efforts and focus on both, vehicles and infrastructure

In the Declaration of Amsterdam[3], Member States acknowledge that ITS and connected and automated driving technologies offer great potential to, among other, improve overall efficiency and environmental performance. Orgalime generally welcomes the support voiced by Member States for connected and automated cars, and that they have recognised "the need for a systemic approach to ensure that benefits for the transport system as a whole in terms of safety, health, efficiency and reduction of environmental impact and to support seamless door-to-door transport for people and goods as well as value-added services using data generated by connected and automated vehicles while at the same time ensuring data protection and right to privacy."

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[3] Declaration of Amsterdam – 14 April 2016

The declaration also identifies follow-up actions for Member States, the Commission and industry. The actions include an invitation for Member States to form an informal high-level structural dialogue on connected and automated driving.

For Orgalime, it is of crucial importance that the deployment of connected and automated vehicle and the deployment of C-ITS technologies, services and infrastructures should go hand in hand. Supported by European technology providers, the automotive industry made impressive steps in the development of autonomous and connected driving. Some innovation within the vehicle is only materialised through applying microelectronic technology, for example.

We appreciate therefore that Member States have announced they will develop a joint agenda that also looks at vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communication. We see an EU-wide deployment of connected and automated vehicles, ITS technologies and services as mutual reinforcing. The deployment of C-ITS is a must to fully exploit the benefits of autonomous and connected vehicles for private and commercial users.

Whilst appreciating these efforts by Member States, we advise that any actions should be coordinated based on a common European vision of existing strategies and initiatives at EU level to ensure interoperability and facilitate cross-border deployment. Technology suppliers should be involved throughout the process.

2.7. Open use of data

Unlocking the potential of transport data could strongly contribute to a faster and more contentious ITS deployment. Public data should be provided by public services and municipalities to allow for users and business to fully reap the benefits of ITS systems. Member States have different approaches to define, to treat and to collect relevant data such as transport data, traffic data, traffic information (real-time, safety related), multimodal information, geographical information. The access to transport data, its use and re-use, definition and monitoring of data quality and creation of platforms to share data is essential for ITS based business cases. Member States need to put more effort to address these issues in a coordinated way, especially on the use of public data. For example, by finalising the development of an EU-wide multimodal information services.

2.8. Ensure interoperability of EU wide ITS and Standardisation

The C-ITS platform recommended new standardisation items, which we hope the Commission will support as well as the development of international and EU harmonised standards. Ongoing standardisation initiatives shall be considered.

2.9. Funding opportunities

Orgalime was pleased to see that funding has been made available for C-ITS pilot projects under EU funding programs, such as TEN-T, CEF, FP7 and the Horizon 2020 programme. Large scale testing in real life conditions is indeed needed to demonstrate benefits as well as real deployment of C-ITS projects along the TEN-T corridors. We recommend a coherent deployment of interoperable C-ITS projects across Europe.

For further information, please contact:
Sigrid Linher, Director Energy and Environment: sigrid.linher@orgalime.org
Ulrich Fikar, Adviser: ulrich.fikar@orgalime.org