

LINK – PREDIM Workshop

"Intelligent Transport Systems and intermodal passenger travel"

Paris, 10 February 2010

Contribution of the European Commission, DG Transport

ITS Action Plan and Directive – Status quo

The Commission has adopted an **Action Plan** and an accompanying Directive proposal regarding the deployment of Intelligent Transport Systems (ITS) in Europe on 16 December 2008.

The Action plan encloses 24 actions in 6 priority areas:

- Optimal use of road, traffic and travel data
- Continuity of traffic and freight management ITS services
- Road safety and security
- Integration of the vehicle in the transport infrastructure
- Data security, data protection and liability
- European ITS cooperation and co-ordination

The work on most of the actions in the Action Plan is under way. For some issues studies or research projects are ongoing.

The objective of the proposed **Directive** is to accelerate and to coordinate deployment of interoperable ITS in road transport, including interfaces with other transport modes, by creating the necessary conditions and mechanisms through a coherent EU-wide framework.

- EP has voted in favour of the Directive proposal with several amendments in first reading on 23 April 2009.
- At the Transport Council in June 2009 the CZ Presidency presented a Progress Report; at the Transport Council in December 2009 the SE Presidency put forward a state of play.
- At the end of 2009, EP and Council have reached a "broad" agreement on the amended text of the Directive, pending some technical and legal details to be solved (e.g. "delegated acts" under Art 290 of Lisbon)
- It is expected that the ITS Directive will enter into force until the summer 2010.

Multimodal Information Services

Traffic and Traveller Information Services are a key element of ITS deployment and provide the European traveller with comprehensive static and real time information allowing for well-informed travel decisions (pre-trip information) as well as information during the journey (on-trip). The scope of the ITS Action Plan includes real time information concerning the trans-European road network as well as interfaces with urban networks and other transport modes, especially public transport. An important issue is the definition of the roles of the public and private sector and rules for co-operation especially when it comes to data exchange, content

and service provision. Another action will be the promotion of national multi-modal journey planners and their interoperability and connections.

In January 2010 DG TREN has started with a one-year study (carried out by a consortium led by Algoe) which should – among others - answer the following questions:

- What is the state-of-the-art concerning traffic and travel data availability and access, co-operation and data exchange between the public and private sector across the EU and concerning the definition of safety related traffic information across the EU?
- How can public traffic and travel related data be made available in a fair, transparent and harmonised way across the EU?
- How can privately held safety-related traffic information be made available to public authorities?
- What are the most appropriate instruments for Community action?

The future of the LINK Forum

LINK - The European Forum on Intermodal Passenger Travel currently is a 3-year-project under the 6th Framework Programme for Research until March 2010. Enhanced intermodality in passenger transport is a key to a higher efficiency, improves the ease of travelling and minimises environmental impacts. The current status in Europe is heterogeneous - to travel across Europe on a single ticket and provided with door-to-door information is a splendid vision but in reality very difficult. One major challenge is to align cooperation with competition. The main tasks of LINK are to provide a platform for exchange, knowledge transfer and the promotion of intermodal solutions.

The final task of the LINK project is to produce a **medium-term forum development strategy** including a “5 years from now” vision statement, a feasible organisational and financing model and a road map to reach the proposed model.

Key organisations and persons interested in being involved in the continuation of the LINK forum have been surveyed to find out potential stakeholders’ views and potential interest in supporting the future LINK Forum. LINK is considered to be a good idea worth continuing by the vast majority of respondents, with a similar effective focus on workshops (for generation of policy and research recommendations), conferences and networking, best practice documentation and policy “lobbying”. Generally the respondents felt that the engagement of themselves or their companies is possible and over 70% of all respondents or their organisations are willing to engage in the future LINK forum activities.

But when it comes to **financing** the majority opinion is that the Forum might only work well with additional external funding (e.g. from the EU). As might be expected for a forum with a high-level European focus, there is little interest from national and regional respondents to substantially finance an organisation of a few, which would fund the interests of the many.

From these results it does not seem to be realistic to set up a self sustained forum as it was envisioned. It will therefore be a challenge to find sufficient funding for a continuation of LINK. The European Commission services will support the project to explore the different possibilities.

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