ITS United
Kingdom

Better transport through technology

THE INTELLIGENT TRANSPORT SYSTEMS (ITS) PRACTITIONERS' GUIDE TO EUROPE

www.**its-uk**.org.uk

FOREWORD

ITS (UK) is publishing this practitioner's guide to dealing with Europe at a critical time in the development of Intelligent Transport Systems (ITS). The European Union has recently passed legislation – the 'ITS Directive' - intended to accelerate the deployment of ITS across the continent. ITS (UK) sees this European legislation as an opportunity to create a strong framework for investment in this sector in the years ahead. There may be far-reaching consequences for everyone associated with ITS in the UK. To maximise the potential it is essential that we engage with the European processes and make our voice heard. This guide will help us to do just that.

ITS (UK) has a very high profile in European circles and a reputation for excellence second to none. We have been working with the UK Department of Transport to develop a coherent UK view on the European Commission's proposals. Moving forward, we shall continue to work with our European partners to help draft proposals that are appropriate for Europe, building on the knowledge and expertise of our members.

This guide, written by three authors with years of experience of working with the European Union and its institutions, will put you on the fast track to working in Europe and I commend it to you.

Steven Norris

I ABOUT THIS GUIDE

This guide is all about Europe and the part that European institutions play in the development and deployment of Intelligent Transport Systems (ITS). It is written with the ITS professional in mind, specifically for those who are unclear about the role that Europe plays in relation to ITS. It aims to de-mystify what goes on in Europe and make the role of the European Union (EU) and its institutions more transparent.

With this guide we:

• introduce the EU (Part 2).

• show you how it works (Part 3).

• tell you who does what in transport (Part 4).

• outline the main ITS activities (Part 5).

• explain the role of European Standards (Part 6).

• help you to get involved (Part 7).

ITS (UK) would like to thank all those who shared their knowledge and experience and contributed to the preparation of this guide, in particular the main authors, Keith Keen, Finella McKenzie and John Miles.

2 ABOUT THE EU

2.1 A little history

The EU has its origins in a post-war speech by Robert Schuman on 9th May 1950 calling for a shared and peaceful route to the future. This inspired the founding countries (France, Germany, Italy, Belgium, Netherlands, Luxembourg) in 1951 to act together as the European Coal & Steel Community. 1957 was a landmark year with the Treaty of Rome and the launch the European Economic Community. Since then there have been a number of revisions to the Treaty of Rome. It was the Maastricht Treaty of 1992 which formally created the EU. The latest – the Lisbon Treaty – came into force in December 2009. The original six member countries grew to 15 by 1995.

2.2 The EU today

Over the last 15 years the EU has expanded from 15 to 27 member countries. To cope with this increased membership the Lisbon Treaty provides new ground rules for how they work together. It modifies how EU decision-making procedures

operate in different areas of activity. The aim is to address the complexity of achieving agreement between 27 sovereign Member States.

Each year the European Commission draws up and publishes a work programme of activities. This covers new initiatives, ongoing and renewed activities (such as the European ITS Action Plan – see Part 5) and the Commission's proposals for legislation. At all stages there is wide and open consultation with stakeholders – within the European Commission itself, other European Institutions, governments of the EU countries and non-governmental bodies (such as ERTICO). The Commission's Legal Services check whether the actions are legitimate under the EU Treaties. A consolidation of all the treaties is published in the EU *Official Journal* (OJ C83 - 30.3.2010) and a short summary can be found at http://europa.eu/lisbon_treaty/glance/index_en.htm

The European Union, Europe and the world

EU Member countries and Candidate countries are detailed at http://europa.eu/abc/european_countries/ index_en.htm

The European Economic Area (EEA - 1994) covers the 27 members of the EU and the four European Free Trade Association (EFTA - 1960) countries - Iceland, Liechtenstein, Norway and Switzerland. The EEA provides for the free movement of goods, people, services and capital within a single market.

Globally, the EU is a member of the World Trade Organization (WTO 1995) which sets the rules for a multilateral global trading system. There are also EU trade agreements with individual countries and regions across the world.

3 THE EU AT WORK

3.1 The main institutions

Politicians and the media often talk about 'Brussels', but who or what is 'Brussels'?

The European Council brings together the Prime Ministers or Presidents of the 27 EU countries, known as 'Member States'. It sets the high-level strategy for every area of activity of the EU. It appoints a full-time President for two and a half years. It holds summit meetings at least twice a year. The European Council is not to be confused with the Strasbourg based **Council of Europe** founded in 1949 to promote democracy, human rights and the rule of law. Its membership of 47 nation states, is larger than the EU, covering most of the European continent.

The Council of Ministers – one minister from each Member State represents their country's interests in a specific policy area. The 'Transport Council' is one of ten configurations, though transport business may be agreed at any one of them. They have a diplomatic and legislative role and debate and decide on the EU work programme. Proposals cannot go ahead without their consent following consultation with the European Parliament. They meet in Brussels and Luxembourg.

The Presidency is the country that chairs the Council of Ministers and is the driving force behind EU decision-making during their tenancy. The Presidency rotates every six months in January and July. The UK last held the Presidency in 2005 and will hold it again in 2017.

The European Parliament has 736 Members (MEPs) directly elected every five years across Member States - based in Strasbourg, but also meeting in Brussels. They scrutinise the Commission's proposals in parallel with the Council of Ministers. In many cases it shares decision-making power equally with the Council - the 'co-decision'

procedure for law making or the 'assent' procedure for important decisions such new EU members. It exercises budgetary control and can reject the EU budget completely (and has done so in the past). It also oversees the European Commissioners and can, if necessary, censure and dismiss the entire Commission. It last did so in January 1999.

The European Commission (EC) based in Brussels, is the executive arm of the EU. It alone has the right to initiate proposals for EU legislation and activities. Once a proposal is adopted by the Council of Ministers the Commission must implement and enforce it. The EC is headed by a College of Commissioners who are proposed and appointed by Member States. Their job is to direct the day-to-day business of the Union.

Take care! 'European Commission' sometimes refers to the Commissioners themselves who meet weekly as a College. At other times it refers to the Commission Services – some 32,000 European civil servants who work in policy departments called **Directorate-Generals (DGs)**.

For more information see **http://europa.eu/about-eu/institutions-bodies/index_en.htm**

3.2 Where does the power lie?

It is not obvious to everyone where the power lies in the EU. Ultimately it is with the Member States, not the EC. New initiatives are proposed by the EC following a process of inter-service consultation between DGs and are subject to scrutiny by the Parliament. But nothing can go ahead without scrutiny and agreement by the Council of Ministers, whether by unanimous or majority decision.

Giving EU proposals legal force

Proposals only come into effect when accepted by the EC, sometimes also requiring approval by the European Parliament. They are arrived at by engaging in a thorough consensus-building process governed by strict timescales at every stage. There are three means of giving them legal status under the European Treaties.

- A **European Regulation** is part of international law and is legally binding in its entirety in all Member States and takes

precedence over national legislation where the activity falls within the scope of European law. The regulations on Drivers' Hours and Tachographs (EC Regulation 561/2006) are an example.

- A **Directive** is binding on Member States, but they are free to choose how to incorporate it into national law subject to specific time limits, a process known as 'transposition'. Directive 2010/40/EU on the Deployment of Road Transport ITS is an example.

- A **Decision** will relate to a specific circumstance and is binding in its entirety, but only on those named – be they Member States, companies or individuals. An example would be Council's decision on the operation of the EU-US bilateral Air Transport Agreement (9913/10)

The Council of Ministers, Parliament and other EU institutions express formal **Recommendations**, **Communications** and **Opinions** which have no legal standing, but they are used as means of influencing and developing policy and as an input to political debate.

3.3 UK representation at the EU

Each of the 27 Member States maintains a delegation at the EU headed by an Ambassador in Brussels (the 'Permanent Representatives'). The UK Permanent Representation to the EU, known as UKRep, monitors and actively participates in the day-to-day progress of the Union on behalf of the UK as a whole. UKRep relies on specialist input from home departments in the UK and works closely with the Department for Transport (DfT) on EU transport issues, like ITS. The Northern Ireland Executive, Scottish Government and Welsh Assembly Government all maintain offices in Brussels to represent their specific interests in the EU.

A committee of the Permanent Representatives (COREPER) prepares the work of the Council and is chaired by the Member State which holds the Council Presidency.

Two guiding principles

There are two basic principles – **subsidiarity** and **proportionality** – which the EU must follow when drawing up its programme. It sounds complicated but it's really quite easy.

The principle of subsidiarity ensures that the EU must always have a subsidiary function, performing only tasks significant at a European level that cannot be realised effectively at a national or local level.

The principle of proportionality means the EU's actions must be limited to what is strictly necessary to achieve the objectives of the EU Treaties, and the scale or extent of the action must be in keeping with the aim pursued, not disproportionate.

The EU at work on the ITS Directive

The European ITS Action Plan and Directive are good examples of what is involved in developing European legislation. The whole process took two and a half years.

2008 The Commission Services began by consulting stakeholders on the need for EU action on ITS in the roads sector. Key players – Member States, industry, interest groups and individuals – were invited to submit views. The Commission Services then drafted an ITS Action Plan and proposals for a Directive to give it legal force. Its Legal Services checked their compliance with the EU Treaties and the concepts of subsidiarity and proportionality. An inter-service consultation of all the Directorates General followed and amendments were made before their submission to the College of Commissioners. The Commissioners formally adopted the Action Plan and draft Directive on 16 December.

2009 An extended period of debate took place. The European Parliament's Transport Committee held hearings and sought advice from European transport experts (including

UK). Tough negotiations took place in the Council of Ministers Transport Working Group, where UKREP and DfT officials argued for UK interests. By April the Action Plan was accepted by Parliament and Council. The Directive giving it a legal basis was far more controversial. From July to December the Swedish Presidency worked hard to champion a compromise between the Commission Services, European Parliament and the Council of Ministers.

2010 Agreement on the ITS Directive was reached at a full meeting of the Council of Ministers on 10 May. European Parliament approval followed on 6 July. The Directive (2010/40/EU) entered into force on 26 August. Each Member State must incorporate ('transpose') its provisions into national legislation within 18 months.

2011 ONWARDS Council and the European Parliament have given the Commission seven years to complete the agreed actions. A Member States' Committee will assist the Commission. It will also be supported by an ITS Advisory Group covering business and technical issues. Every three years, Member States will report on progress in the deployment of ITS in their countries.

4 THE EU AND TRANSPORT

4.1 Background

Since the Treaty of Rome in 1957, transport policy has been central to achieving the economic objectives of the European Community. The 1992 Maastricht Treaty took a big step forward by introducing the concept of the Trans-European Transport Network (TEN-T). This strengthened the basis for Member States to act together to provide key links in the European transport infrastructure, on which the European single market depends.

The Community's first White Paper on a common transport policy, also in 1992, made the completion of the internal EU market in the free movement of people and goods a priority. In 2001 a second White Paper *European transport policy for 2010 – Time to Decide* promoted, in addition, a user-centred

approach for the decade ahead, with accessibility, safety and quality of services at its heart. Key objectives were to improve safety, combat congestion and develop inter-modality.

The mid-term review of the White Paper in 2006 saw a refocusing in response to two major challenges. First was the expansion of the EU into Central Europe with a large number of new Member States, giving a continental perspective to mobility issues. Second was the increasing pace and impact of globalisation and global problems – economic crisis, energy security, emissions and climate change. The aim has been to break the link between transport growth and the adverse effects of greater mobility and to promote modal shift where it is likely to have the most beneficial effects.

The ten year reach of the 2001 White Paper is at its end. The Commission has encouraged public debate on the challenges for the next ten years and future policy on the Trans-European Transport Networks (TEN-T). The formal consultation process ended in September 2010 and publication of the new policies will follow. This will be complemented by a Strategic Transport Technology Plan providing the framework for research and technology to 2050, based on policy needs and aimed at an integrated, efficient and environmentally friendly transport system.

2011 onwards: key policy challenges for the EU

Key drivers that will shape the future EU transport policy include:

- **Migration and internal mobility** - as globalisation and the growth in EU membership continue, demand for movement of people and goods increases

- **Ageing population** - by 2060 30% are forecast to be aged 65 or over impacting on the nature of transport services required and the labour force

- **Negative environmental effects** - increased transport movements leading to increased environmental disbenefits

- **Energy security** - political instability in the availability of fossil fuels, declining stocks and the associated increase in their costs

- **Urbanisation** - an increasing trend generating increased transport demand

- **Other global trends** - their socio-economic and environmental impact on transport (trade liberalisation, population growth, climate change)

Intelligent transport systems and services will play a key role in delivering the new policies just as it does now – see **http://ec.europa.eu/ transport/its/road/initiatives_en.htm**

4.2 Delivering EU transport policies

Member States and the Commission use a three pronged approach to delivering the objectives of the common transport policy providing support for:

- research and development

- market uptake of innovative services and products within the EU and globally

- infrastructure provision and integration and its management.

4.2.1 Who does what in the EC?

A number of the European Commission's policy directorates (DGs) make significant contributions to policy affecting the mobility of people and goods and the competitiveness of Europe's transport industries.

Transport DG-MOVE (formerly DG-TREN) leads on transport policy for all modes individually, for co-modal and integrated transport and for freight, taking account of socio-economic and environmental challenges. It has a wide portfolio including the development of Trans-European Transport Networks (TEN-T), low carbon transport, promotion of more sustainable modes for the carriage of freight and coordinates research on these themes.

Information society and media DG-INFSO's Transport Unit has a prime interest in cutting edge information technology development and applied research such as eMobility and co-operative vehicle-highway systems.

Research DG-RTD's Transport Directorate supports strategic research in surface transport and aeronautics and takes the lead on the European Research Area (ERA).

Enterprise and industry DG-ENTR specialises in industry-led transport issues including the Galileo

satellite programme and CARS 21 initiative and is coordinating standardisation of information and communication technologies (ICT), including those relevant to ITS.

Environment/climate change DG-ENV and **DG-CLIMA** both cover transport as a cross-cutting theme in relation to land use and sustainability. DG-CLIMA was formed from DG-ENV in February 2010.

Energy DG-ENER split from **DG-TREN** in February 2010 but retains an interest in transport energy issues including fuel efficiency, security and supply and alternative fuels. 'Transport in Energy' features in its Intelligent Energy Europe programme.

Regional policy DG-REGIO manages the European Regional Development Fund which can in certain circumstances be used to support transport related infrastructure projects.

For more information about the DGs visit the EU departments and services website at http://ec.europa.eu/about/ds_en.htm

4.2.2 EU transport agencies

Member States and the Commission are supported in delivering the common transport policy by European Community Agencies and Executive Agencies which report to DG-MOVE. Community Agencies have a remit to provide technical and scientific assistance to the EC and Member States in achieving the single European market. Executive Agencies manage specific EU programmes.

EU transport agencies

European Maritime Safety Agency (EMSA), based in Lisbon, works on maritime safety and security, and marine pollution.

European Aviation Safety Agency (EASA), based in Cologne, works on civil aviation safety, air worthiness and environmental protection but excludes aviation security.

European Railway Agency (ERA), based in Valenciennes, works on removing cross-border barriers on the railways through the development and application of common European technical and safety standards.

See **http://europa.eu/agencies/ community_agencies/index_en.htm**

EU executive agencies

The **Trans-European Transport Network Executive Agency (TEN-TEA)**, is based in Brussels, is responsible for managing key infrastructure projects on the Trans-European Transport Network (TEN-T) programme.

The **Executive Agency for Competitiveness and Innovation (EACI)**, based in Brussels, is responsible for managing EU programmes in the areas of energy, transport, environment, competitiveness and innovation.

It includes:

• the Marco Polo programme, which aims to shift freight from road transport to sea, rail and inland waterways

• STEER, the Energy and Transport strand of the Intelligent Energy Europe programme, which promotes energy efficiency and the use of new and renewable energy sources.

See **http://europa.eu/agencies/ executive_agencies/index_en.htm**

5 EUROPE AND ITS

5.1 Why ITS is important to the EU

ITS services and products have proven their value in improving safety and efficiency and reducing negative environmental impacts. They also have an important role to play in integrating the different national transport networks across Europe, part of the strategy to create the single European market, with free movement of people and goods across borders – contributing to greater economic cohesion.

The EU has been at the forefront of developments in Intelligent Transport Systems worldwide. In key areas, including the automotive industry, information technology and telecommunications, the EU has been active in creating the conditions for new products and services to flourish across Europe. It has done so by identifying user needs, developing functional specifications and sponsoring standards development work.

EU achievements in ITS

A number of technical and regulatory frameworks are well advanced for the development and harmonised deployment of ITS across the Trans-European Transport Network, contributing to more integrated operations across borders:

• Single European Sky air traffic management system (SESAR) for civil aviation

• River Information Services for inland waterway transport (RIS)

• Vessel Traffic Monitoring and Information Systems (VTMIS) in shipping

• European Rail Traffic Management System (ERTMS)

• European Electronic Toll Service (EETS)

• Galileo, Europe's civilian global navigation satellite system – providing high resolution mapping and location-based services for all transport modes.

5.2 ITS in the roads sector

A European framework for ITS for the roads sector has been a long time in gestation. This reflects the highly diversified nature of the roads sector, providing personal, often localised transport for individuals and operators of passenger and freight services. In the late 1980s the EC began to invest in research in ITS for roads (the PROMETHEUS and DRIVE Programmes) in recognition of the potential of technological developments to revolutionise the automotive sector and its interaction with road infrastructure. It continues to fund research and large scale field trials of ITS products, services and cooperative vehicle highway systems along with research to apply ITS solutions and evaluate how they help achieve policy objectives.

The EC has also supported ITS deployment activities aimed at cross-border collaboration which is gathering momentum. Starting in the 1990s the **Euro-Regional Projects** funded from the Trans-European Transport Network (TEN-T) budget made significant advances in harmonised data exchange (DATEX) between European road authorities and in the use of language independent traffic messages

over the Radio Data System Traffic Message Channel (RDS-TMC). These Euro-Regional projects merged in 2007 into a single DG-MOVE project **EasyWay** (see box below).

EasyWay: ITS on the trans-European road metwork

EasyWay is a project to coordinate ITS deployment on the main trans-European road corridors grouped into eight European regions (see map). It is driven by national road authorities and road operators from 22 Member States and is co-funded by the EU under the TEN-T programme. The indicative budget is €1.5 billion over 2007- 2013 with an EU contribution of €300 million (20%). It provides a platform for the development of Europe-wide services for road users:

- traveller information services

- traffic management services on the Trans-European Road Network (TERN)

- freight logistics services on the TERN corridors and the promotion of inter-modal freight

- infrastructure for these services, notably traffic monitoring and data exchange between control centres.

The EasyWay website is at **http://www.easyway-its.eu**

Euro-regional projects: cross-border collaboration on ITS

5.3 The European ITS action plan

Two decades on from the pioneering DRIVE research programme, the EC tabled proposals designed to provide a framework for ITS applications and services connected with road transport, including their interfaces with other transport modes. The aim is to harmonise deployment and operational use of ITS throughout Europe where possible.

The Commission's proposals were subject to a long process of scrutiny before finally being adopted in 2010 (see box 'The EU at Work on the ITS Directive'). The so-called 'ITS Directive' has a seven year lifespan during which time the EC is required to develop specifications for ITS systems and services in four priority areas (see box 'European priorities for ITS'). Member States representatives will have a key role to play in this process.

It will not be mandatory for every country to take forward all of the priority actions. However any deployment of ITS in the priority areas will have to comply with specifications made under the Directive. The European Council and Parliament have the right to object to any specification within two months of its publication; and may extend this for a further two months if they wish.

Today the guidelines for Trans-European Road Network deployments include ITS as an integral element.

European priorities for ITS

The 'ITS Directive' (Directive 2010/40/EU of 7 July 2010) provides a legal framework for the deployment of ITS services across Europe.

Priority areas:

- Optimal use of road, traffic and travel data

- Continuity of traffic and freight management ITS services

- ITS road safety and security applications

- Linking the vehicle with transport infrastructure

Priority actions:

- EU-wide multimodal travel information services

- EU-wide real-time traffic information services

- Basic (road safety related) universal traffic information free of charge to users

- An interoperable EU-wide automatic accident alert and location system (eCall)

- Information services for safe and secure parking places for trucks and commercial vehicles

- Reservation services for safe and secure parking places for trucks and commercial vehicles

Information concerning the European ITS Action Plan and Directive is posted on the Commission's ITS website at **http://ec.europa.eu/transport/its/road/road_en.htm**

ITS (UK) maintains a Members' webpage for all the ITS (UK) ITS Action Plan and Directive material at **www.its-uk.org.uk**

European ITS initiatives

In addition to the ITS Action Plan, a number of EU policy initiatives include work on ITS. For more details visit the Commission's ITS website at **http://ec.europa.eu/transport/its/road/road_en.htm** and follow the links to application areas and initiatives:

eSafety First pillar of the 'Intelligent Car' Initiative to foster development, deployment and use of intelligent vehicle safety systems and advanced driver assistance systems.

EasyWay (see dedicated display box on previous page) A project for Europe-wide ITS deployment on main trans-European road corridors.

Galileo A programme developing the European Space Navigation System.

Greening Transport Package A policy package to move transport further towards sustainability, e.g. with road user charging.

Freight Transport Logistics Action Plan One of several policy initiatives to improve the efficiency and sustainability of freight transport in Europe including the concept of eFreight.

Action Plan on Urban Transport Green Paper on urban mobility to be followed by an Action Plan, including issues of integrated information and ticketing.

CARS 21 An initiative to strengthen the competitiveness of the European automotive industry by an internal market regulatory framework and international technical harmonisation.

Electronic tolling and payment A Directive (2004/52/EC) on the interoperability of electronic road toll systems in the EU requires that all new electronic toll systems brought into service shall use one or more of the following technologies: satellite positioning (GNSS); mobile communications (GSM-GPRS); or microwave technology (DSRC). This is complemented by a Commission Decision (2009/750/EC) defining technical and contractual aspects of the European Electronic Toll Service (EETS).

European Green Cars Initiative A public private partnership to support research and technological development to accelerate the use of renewable and non-polluting energy sources, improve safety and ease traffic congestion. See **http://www.green-cars-initiative.eu/**

6 EUROPEAN STANDARDS FOR ITS

6.1 European objectives

Standards have particular significance in the EU and apply in all EU countries. They are used to promote an open market and prevent public authorities adopting 'buy national' policies. In the area of ITS the motivation for standardisation is the desire to create pan-European interoperable systems and a European-wide market for related equipment.

The role of European standards has been strengthened by the ITS Action Plan and ITS

Directive. Additionally, for cooperative systems, the EC (DG-INFSO) and the US have signed an agreement to work towards global harmonisation of standards.

6.2 Who makes the standards?

The EU and its institutions do not make standards. Where standards are needed to support major EU initiatives a contractual relationship is made with the relevant European Standards Organisation (ESO), broadly known as a Mandate, to specify what is required. Directive 98/34/EC sets out the procedures. For example CEN and ETSI are now working under the umbrella of Mandate M/453 (dated October 2009) to develop standards and technical specifications for cooperative ITS services.

Standardisation is not just about mandates and procedures. Standards are the work of dedicated volunteers who give their time. Results depend on the efforts of individuals and the support of companies and governments behind them. The Working Groups are open to UK stakeholders. Experience shows that organisations which get involved early on in the standards process do so with advantage and can influence outcomes, especially when the work is in support of EU Directives and legislation.

A short *Introduction to Standards and Standardisation* is available from ITS (UK).

European ITS standards organisations

CEN/CENELEC (European Committee for Standardisation/European Committee for Electro-technical Standardization – based in Brussels)

CEN deals with European Standards in all domains except for electro-technical and telecommunications matters which are for CENELEC and ETSI.

The CEN Technical Committee TC 278 on Road Transport and Traffic Telematics (established in 1991) has most to do with ITS, including those elements that need technical harmonization for inter-modal operation with other means of transport.

CEN/TC 278 cooperates with the ITS committee of the International Standards

Organisation (ISO/TC 204). Cooperation is promoted by allocating a leading role either to ISO or CEN for each Working Group.

The UK's National Standards Body, the British Standards Institution (BSi) convenes a committee to mirror, monitor and contribute to activities in CEN/TC 278 and ISO/TC 204. This committee is BSi EPL/278, see **www.bsi-global.com**

A full list of the ITS Standards under development at CEN is on their website at **http://www.cen.eu** – follow the links to CEN/TC 278 or use **http://www3.nen.nl/cen278/**

ETSI (European Telecommunications Standards Institute) based in the south of France

ETSI is a membership based organisation that produces globally-applicable standards for Information and Communications Technologies (ICT). Because ITS service provision relies on communications, especially the more advanced services, this makes ITS an area of strategic relevance to ETSI and one where ETSI leadership is required. See **http://portal.etsi.org/its/**

The ITS Steering Group home page provides a useful set of links at **http://www.ictsb.org/Working_Groups/ ITSSG/Index.htm**

CEN, CENELEC and ETSI operate on different commercial models which include EU contributions and annual subscriptions from the National Standardisation Bodies.

United Nations ECE (Economic Commission for Europe) World Forum

The UNECE's main focus has been communication between vehicles and between vehicles and infrastructure. Technical specifications for autonomous emergency braking and lane departure warning systems are two examples. See **http://www.unece.org/trans/theme_its.html**

The UNECE is also responsible for vehicle use regulations and the Vienna Convention on signs.

7 GETTING INVOLVED

There are many opportunities for ITS Practitioners to engage with European ITS activities – whether it be to keep track of developments, influence the European ITS agenda or benefit from EU funding opportunities. You can register with ITS (UK) to keep informed about progress on the EC ITS Action Plan and Directive. ITS (UK) works closely with the DfT, representing the interests of its members whose work or business may be affected.

7.1 Influencing the European agenda

Membership of working groups in standards bodies, major European initiatives and projects provide opportunities to drive change proactively. Key initiatives include:

ITS and European road transport ERTICO (European Road Transport Informatics Coordination Organisation) - ITS Europe – is a multi-sector, public private partnership pursuing the development and deployment of ITS. See **http://www.ertico.com/** It produces a useful i-Mobility on-line newsletter at **http://www.ertico.com/subscribe-to-imobility-newsletter/**

ITS on the inter-urban road network The EasyWay consortium provides an important platform for dissemination of good practice (see EasyWay display box on page 10). An annual conference is arranged which is open to all. The EasyWay web site is a gateway for deployment guidelines concerning ITS services on the Trans-European Road Network. See **http://www.easyway-its.eu**

ITS in cities The POLIS network of European cities and regions is a leading partner in a number European ITS research and development projects. Results can be accessed through the POLIS annual conference and on-line. See **http://www.polis-online.org**

ITS research

ERTRAC (European Road Transport Advisory Council), one of the European Technology Platforms, develops and publishes a European Strategic Research Agenda with the aim of influencing EU research priorities. It has influenced the Seventh Framework Programme for Research and Technological Development (FP7 2007-2013) and will be involved in consultations on the

successor programme, FP8. See **http://www.ertrac.org/**

eSafety Forum involves ITS stakeholders to promote the development, deployment and use of vehicle safety systems. See **http://www.esafetysupport.org/**

ITS costs and benefits IBEC (the International Benefits, Evaluation and Costs working group) includes leading ITS professionals from Europe and the rest of the world. It promotes more effective use of ITS evaluation information for evidence based decision-making. See **http://www.ibec-its.org**

7.2 European funding opportunities

The structure of funding opportunities mirrors the three pronged approach to delivering the common transport policy outlined in Part 4: research and development; market uptake of innovation; infrastructure provision and integration (see display boxes at end of document).

The norm for EC funding is 50% of eligible costs for research and infrastructure studies; much less (10%-20%) for infrastructure works. You have to find the balance. EC procedures also incur a significant administrative overhead and there can be delays in receiving advance payments, currency fluctuations etc. However working in Europe enables you to be involved in leading edge developments in ITS.

7.2.1 Research and innovation

EU projects provide a mechanism for pooling resources and can deliver considerable leverage on private investments but involvement is not for the faint-hearted. Issues such as liability, ownership and exploitation of results must be covered by a consortium agreement. Other considerations are the consequences of non-delivery.

If you are new to European projects it pays to take advice. A *Practical Guide to EU Funding Opportunities for Research & Innovation* (COM (2007) 474 of 16/08/2007) can be downloaded at **http://cordis.europa.eu/eu-funding-guide/home_en.html** It explains the different funding streams and provides a useful checklist to help you decide which is the most appropriate for you.

The Commission's annual Work Programmes detail opportunities for funding through Calls for Proposals

and Tenders. Each Call covers specific topics and is open for a restricted period. They are published in the daily *Official Journal* of the European Union (OJEC) at **http://www.ojec.com/ WhatIsTheOJEC.aspx**

- C Series covers Calls for Proposals

- S Series covers Calls for Tenders.

DG-MOVE provides additional funding opportunities in support of its policy responsibilities. They are published in its Annual *Work-programme for grants and contracts in the field of transport*. In the past they have included ITS for road safety. For further information see **http://ec.europa.eu/ transport/grants/index_en.htm**

7.2.2 Trans-European networks

The Trans-European Transport Network (TEN-T) has a dedicated budget which supports infrastructure projects and studies on pre-defined TEN-T Corridors and routes; it includes ITS. There are two funding mechanisms:

- Multi-Annual Work Programme for complex projects, like EasyWay, along the 'priority axes' - which may require year on year support until completion

- Annual Work Programme for one-off projects and studies.

DG-MOVE has the policy lead in the Commission. The TEN-T Executive Agency manages the programme (see display box in Part 4). For 2007-2013, funding is around €8 billion, distributed through time limited, independently evaluated, calls for proposals. Project funding varies from 10% to 50% of eligible costs. Partnership requirements depend on the project type and its geographical scope (national or cross-border).

The DfT's Trans-European Network team coordinates UK applications. All applications must reflect UK transport policy priorities and secure policy clearance from the relevant policy division in DfT or the Devolved Administrations.

7.3 Key points of contact

ITS (UK) can put you in touch with those with experience of working in Europe and help you find information on European ITS activities http://www.its-uk.org.uk/

National Contact Points for FP7 and CIP (funded by the UK Government) provide expert advice in specific thematic areas and programmes, across a broad range of issues – from legal and financial issues to policy considerations. The aim is to help UK participants to achieve success and to maximise the benefits of participation for the UK as a whole. See **https://ktn.innovateuk.org/web/fp7uk-transport** and **https://ktn.innovateuk.org/web/fp7uk-ict**

Enterprise Europe Network is an SME-targeted regionally-based network of organisations funded by the Commission to help small businesses to make the most of the European market. See **http://www.enterprise-europe-network.ec.europa.eu/index_en.htm**

DfT Trans-European Network Team (TEN-T) See **http://www.dft.gov.uk/about/eibr/eu/tent/**

Department for Business, Innovation and Skills regional development team See **http://www.bis.gov.uk/policies/regional-economic-development**

The UK Research Office (UKRO) is the UK's leading information and advice service on European Union funding for research and higher education. It is funded by all seven UK Research Councils and receives subscriptions from over 140 research organisations, principally in the UK. Established in 1984 it is in Brussels. See **http://www.ukro.ac.uk/**

EU 7th Framework Programme for Research and Technological Development (FP7) 2007-2013

The RTD Framework Programmes are aimed at sustainable competitiveness and the development of the EU's Common Policies. FP7 includes ten thematic areas at **http://cordis.europa.eu/fp7/cooperation/home_en.html** Two provide funding for ITS technology, applications and policy development:

Information and communication technologies

Managed and funded by DG-INFSO includes technology development and demonstrations of intelligent transport vehicles and systems and cooperative vehicle-highway systems. See **http://cordis.europa.eu/fp7/ict/**

Transport

Managed and funded by DG-MOVE and DG-RESEARCH includes activities aimed at integrating ITS technologies into transport applications and the transport system, supporting development of the ITS deployment policy framework and evaluating ITS' contribution to achieving the objectives of the common transport policy. See **http://cordis.europa.eu/fp7/transport/home_en.html**

The Commission manages the programme with Member States. Projects involve collaborative partnerships of EU and other countries, co-financed by participants and the Commission.

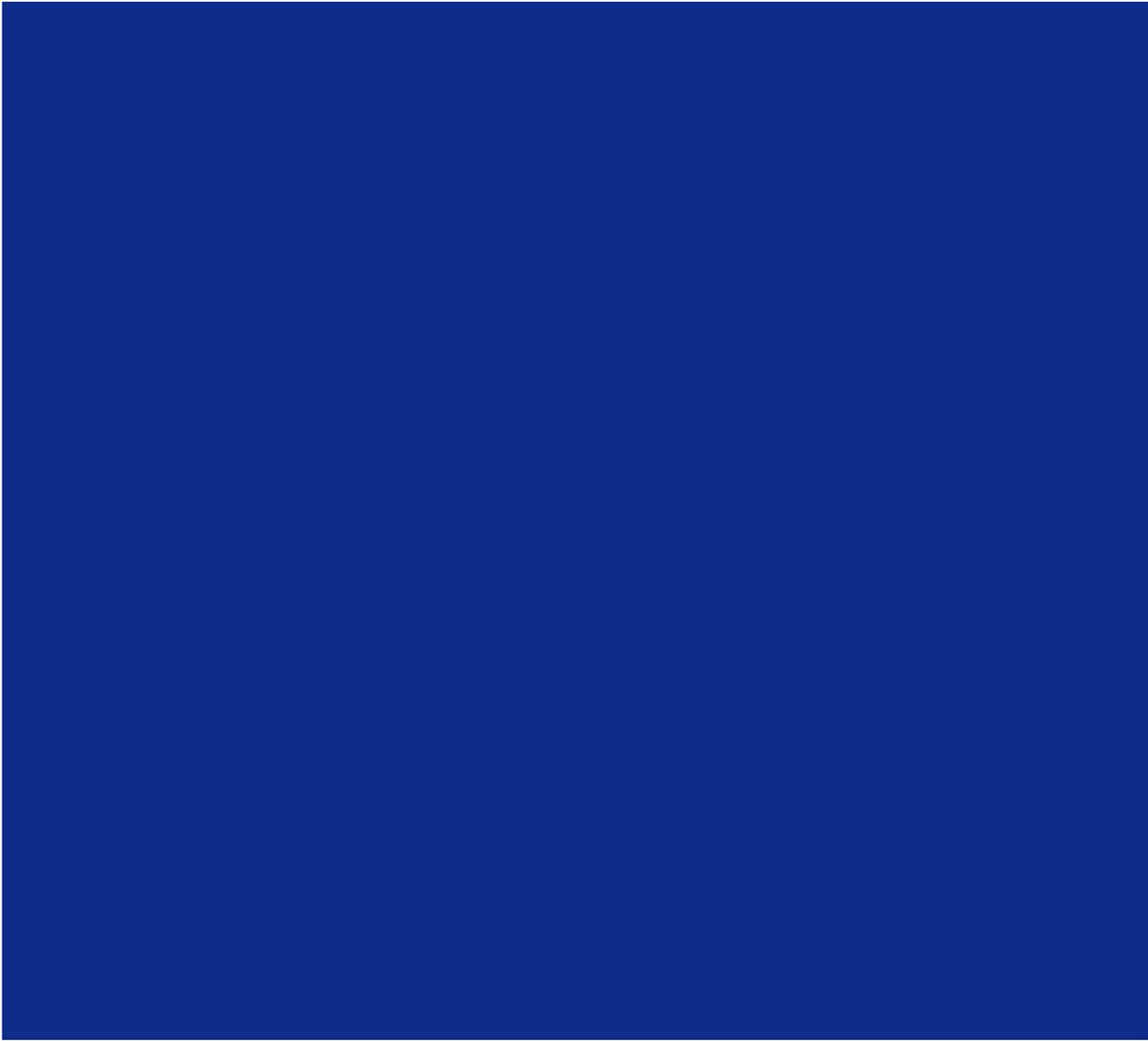## EU Competitiveness and Innovation Framework Programme (CIP) 2007-2013

The CIP supports the strengthening of the internal market and the competitiveness of European enterprises. Its **Information Communication Technologies Policy Support Programme (ICT-PSP)** funds pilot actions aimed at encouraging the wider uptake and best use of ICT services by public and private organisations in areas of public interest. Priorities change annually but generally include variations on the theme of ICT for smart mobility and a low carbon economy. Implementation of eCall and cooperative transport management systems have both featured in the past.

Projects require trans-national cooperation and are co-funded by the project participants and the Commission. See **http://ec.europa.eu/information_society/activities/ict_psp/index_en.htm**

EU Structural and Cohesion Funds 2007-2013

The EU's **Structural Fund** (European Regional Development Fund and European Social Fund) and its **Cohesion Fund** are key tools for implementing Euro-regional policy and for delivering greater economic, social and geographical cohesion through agreed programmes. An example is the 'North West Europe Programme 2007-2013' which supports better regional transport links by promoting intelligent and sustainable transport solutions.

The allocation of funds between Member States is based on a fixed formula. The Department for Business, Innovation and Skills (BIS) oversees the funds for the UK. For more information see **http://ec.europa.eu/regional_policy/atlas2007/uk/index_en.htm**

www.**its-uk**.org.uk