Council conclusions
on the commission communication

"Action Plan for the Deployment of Intelligent Transport Systems in Europe"

2935th TRANSPORT, TELECOMMUNICATIONS and ENERGY Council meeting
Brussels, 30 March 2009

The Council adopted the following conclusions:

"THE COUNCIL OF THE EUROPEAN UNION

HAVING REGARD TO:
- Directive 2007/2/EC of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community (INSPIRE),
- Directive 2004/52/EC of 29 April 2004 on the interoperability of electronic road toll systems in the Community,
- Regulation No 683/2008 of the European Parliament and the Council of 9 July 2008 on the further implementation of the European satellite navigation programmes (EGNOS and Galileo),
- Council Regulation No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations,
- Commission Communication on "Greening Transport" of 8 July 2008,
- Commission Communication "Keep Europe moving – Sustainable mobility for our continent – Mid-term review of the European Commission's 2001 Transport White Paper" of 22 June 2006,

P R E S S

- Commission Communication "Freight Transport Logistics Action Plan" of 18 October 2007,
- Commission Communication "Towards Europe-wide safer, cleaner and efficient mobility: the first intelligent car report",
- Commission Communication 'European Road Safety Action Programme – Halving the number of road accident victims in the European Union by 2010: A shared responsibility',
- Commission Communication 'i2010 – A European Information Society for growth and employment',
- Commission Communications, of 14 September 2005, on "The 2nd eSafety Communication - Bringing eCall to Citizens", and of 23 November 2006 "Bringing eCall back on track - Action Plan (3rd eSafety Communication)",
- Commission Communication on the Intelligent Car Initiative - "Raising Awareness of ICT for smarter, safer and cleaner vehicles" of 15 February 2006,
- Commission Green Paper "Towards a new culture for urban mobility" of 25 September 2007,
- Council Resolution 94/C 309/01, of 24 October 1994, on telematics in the transport sector, the Commission communication, of 4 November 1994, on telematics in the transport sector and Council resolution 95/C 264/01, of 28 September 1995, on the deployment of telematics in the road transport sector,
- Commission Communication, of 20 May1997, on a Community Strategy and Framework for the deployment of road transport telematics in Europe and proposals for initial actions, and the related Transport Council conclusions of 17 June 1997,
- Commission Recommendation, of 4 July 2001, on the development of a legal and business framework for participation of the private sector in deploying telematics-based Traffic and Travel Information Services in Europe.

WHEREAS:
- mobility is an essential factor in the quality of life of European citizens and the competitiveness of the European Union and its Member States;
- continuous efforts should be devoted to the enhancement of road safety;
- the transport sector has a responsibility to make a significant contribution to combating climate change;
- a more sustainable development of the transport sector would lead to less environmental damage, congestion and accidents;
- ITS should considerably contribute to the achievement of sustainable transport policy objectives at local, national and European levels, taking into account multi-modality aspects;
- ITS should contribute to the development of efficient, safe and environmentally friendly transport services, create market opportunities for European industry and strengthen its competitive base;

- ITS deployment can result in improved mobility in cities, with reduced congestion, CO_2 emissions and energy consumption through inter alia facilitating more sustainable transport alternatives, that are trams, metro, trains, buses, trolleybuses, car pooling, etc.;
- in order to benefit from the full potential of ITS it is required that the systems and applications introduced achieve an appropriate level of compatibility, interoperability and continuity of services ensured to the user at the European level;
- the ongoing work in the relevant international fora should be taken into account;
- the current business model for the deployment of ITS in road transport in Europe, mainly based on private initiatives, has its limitations, therefore a stronger cooperation between private and public sectors is needed;
- an integrated Community approach combining legislative action, standardisation and financial support has been successfully applied for similar ITS initiatives such as ERTMS, VTMIS/AIS and RIS;
- investing in the deployment of ITS services should stimulate innovation, may create high quality jobs and can result in social and economic benefits in the short term, which are especially important in the current financial and economic situation;
- the ongoing work on the trans-European Road Network undertaken by the EasyWay project provides a platform for ITS deployment coordination in the EU in relation to road transport;
- the selection and deployment of ITS applications and services shall be based upon an evaluation of needs including where necessary pilot projects and shall respect the principles of subsidiarity, effectiveness, cost-efficiency, geographical continuity, interoperability and degree of maturity;
- the administrative burden should be kept to minimum.

The COUNCIL:

(1) WELCOMES the Commission Communication, of 16 December 2008, "Action Plan for the Deployment of Intelligent Transport Systems in Europe" and TAKES NOTE of the accompanying Proposal for a Directive laying down the framework for the deployment of ITS in road transport;

(2) INVITES the Presidency to convene, in the framework of discussions of the ITS Directive proposal, a special working session to discuss and achieve clarity to all the specific actions mentioned in the ITS Action Plan for the Deployment of Intelligent Transport Systems in Europe, issued in December 2008;

(3) SUPPORTS the overall objectives, and in principle the priorities identified by the Commission for accelerating and coordinating the deployment of ITS in the EU;

(4)   ENCOURAGES the Commission to facilitate a Europe-wide regulatory framework, comprised of specifications for compatibility, interoperability and continuity of ITS services and cross-border effectiveness as appropriate. In accordance with the principle of subsidiarity, decisions on deployment and implementation are matters for the Member States and private sector, as appropriate. During further implementation of ITS the existing ITS infrastructure put in place by particular Member States should be taken into account in terms of technological progress and financial efforts;

(5)   ACKNOWLEDGES the need to further identify already existing and upcoming barriers to the deployment of ITS in the EU and to develop a short, medium and long-term strategy to remove these barriers, with the view to ensure compatibility, interoperability and continuity of ITS services, through, where appropriate, regulation, standardisation, research and development, incentive-based measures and **Communit**y financial support **within the current financial framework**;

(6)   EMPHASISES the need for developing ITS in and across transport modes, which will contribute to the achievement of sustainable transport policy objectives, taking into account multi-modality aspects;

(7)   INVITES the Commission and the Member States to accelerate their work to identify and remove any obstacles to compatibility, interoperability and continuity of ITS systems and services and to define functional specifications in order to initiate and foster European standardisation, and to facilitate trans-European applications with the following objectives:
    –   optimal use of road, traffic and travel data and information by relevant users
    –   modal shift, co-modality and the optimal use of ITS services for intermodal transport
    –   continuity of traffic and freight management ITS services on European Transport Corridors and in conurbations
    –   enhanced road safety and security
    –   effective integration of the vehicle into the transport infrastructure;

(8)   ACKNOWLEDGES the indicative timetable put forward by the Commission in the Action Plan;

(9)   INVITES the Commission to explore the possibilities to bring forward the action related to safety and quality of travel of vulnerable road users and persons with reduced mobility or orientation;

(10)   In this context CONSIDERS that, in particular, the following measures should be pursued as a priority, by a better integration and coordination of ITS between all modes of transport based on cooperation between private and public sectors:

(10.1) the definition of the necessary requirements:
- (i)   to make real-time traffic and travel information accurate and available across borders to ITS users
- (ii)   for the collection of road and traffic data and for their provisioning to ITS service providers, including appropriate measures for event and crisis management
- (iii) where possible to make accessible existing road and traffic data used for digital maps accurate and available to digital map producers and service providers, and
- (iv)   for the provision where possible of "universal traffic messages" free of charge to users:
  - especially related to situations which endanger road safety (e.g. congestion, accidents)
  - and to their minimum content;

(10.2)   the definition of the minimum/necessary requirements for the continuity of ITS services for freight and passengers along transport corridors and in urban/interurban regions as well as across different transport modes;

(10.3)   the definition of the necessary measures to:
- (i)   use innovative technologies in the realisation of ITS applications for freight transport logistics
- (ii)   promote the harmonised introduction of an interoperable EU-wide eCall on the basis of co-operation and appropriate standardisation
- (iii) develop the European ITS Framework Architecture, addressing specifically ITS-related interoperability, continuity of services and multi-modality aspects, within which Member States and their competent authorities in cooperation with the private sector can develop their own ITS architecture for mobility at national, regional or local level
- (iv)   improve the safety of road users with respect to their on-board Human-Machine-Interface and the use of nomadic devices, as well as the security of the in-vehicle equipment
- (v)   provide ITS based reservation and information systems for safe and secure parking places for trucks and commercial vehicles
- (vi)   integrate different ITS applications on an open platform allowing the possibility to equip vehicles with an unique on-board unit
- (vii) promote deployment of advanced driver assistance systems that bring about the greatest injury reduction and life saving potential
- (viii) finalise a standard for open interfaces to facilitate communication within the vehicle, between different vehicles and between vehicles and roadside infrastructure
- (ix)   progress further the development, testing and implementation of cooperative (vehicle-vehicle and vehicle-infrastructure) systems;

(11) INVITES the Commission to address, by the end 2011 at the latest, the security and personal data protection aspects related to the handling of data in ITS applications and services, as well as liability issues pertaining to the use of ITS applications and notably in-vehicle safety systems;

(12) CALLS UPON the Commission to develop a decision-support toolkit for investment decisions in ITS applications and services and to develop guidelines for public funding of ITS facilities and services;

(13) In full respect of the principle of subsidiarity and with the aim to avoid dysfunctions, ENCOURAGES the Commission and the Member States to set up a specific ITS collaboration platform with the participation of national/regional/local governments and private sector where appropriate, to prioritise ITS initiatives for sustainable regional and urban mobility;

(14) REQUESTS the Commission, where necessary, to elaborate and issue a standardisation mandate to European standard organisations (ESO's), to accelerate the definition of standards;

(15) INVITES the European standard organisations (ESO's) to contribute to the deployment of ITS, and to accelerate their work on the definition of technical standards and specifications for interoperable and compatible ITS at a European level;

(16) INVITES the Commission to elaborate a transport policy objectives led methodology for the funding of ITS related infrastructure including an analysis of financial impacts in general and for each action, e.g. through an ITS Impact Assessment**.** This methodology should assist the Member States and the Commission when funding new ITS infrastructure or up-grading existing one;

(17) INVITES the Commission, in consultation with the Member States and industry, to strengthen the existing framework on the safe human machine interface, covering in particular on board information devices and nomadic devices;

(18) ENCOURAGES the Commission to foster collaboration at international level on ITS matters and to take appropriate action;

(19) ENCOURAGES the public and private sector to make use of satellite-based infrastructures **(such as Galileo and EGNOS)** in a cost-effective manner for the purposes of ITS applications and services that require global, continuous, accurate and guaranteed timing and positioning."

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