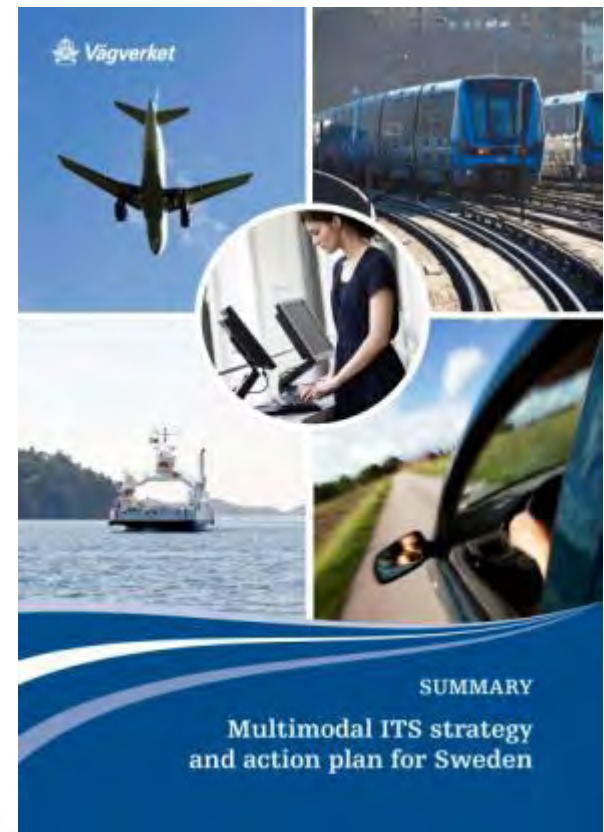


Truck parking in ITS Action Plan / Directive

2010-12-08



TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION



Arne Lindeberg

The European perspective

The EU (European Union)

- ITS Action plan

- ITS Directive

Initiatives to contribute

- ...

- EasyWay

- ...

- East West



ITS directive

- Provides a legal framework for the implementation of the ITS Action Plan
- The directive went into force August 2010
- Should be incorporated into national legislation by 27 February 2012

EC view (1)

Instruments for Implementation

- R&D support
 - For nearly 20 years with considerable budget:
 - e.g. from 2002 to 2009 (FP6 and FP7): > €300 million
- Recommendations
 - For nearly 20 years with limited effects
- Co-funding of deployment
- Standardisation
 - Existing norms for voluntary use, e.g. short range communication, RDS-TMC, Electronic Fee Collection

EC view (2)

Status of Road ITS Deployment in Europe

- Fast technical development
 - industry in the driving seat
 - high number of mature applications
 - business cases often difficult
- Slow and fragmented uptake
 - large variation between countries
 - lacking system approach
 - patchwork of national, regional and local solutions; few EU-wide services
- Low degree of intermodality

EC view (3)

Objectives of the EU initiative

- Common priorities & coordination
- Interoperability of systems
- Continuity of services (across borders)
- Generation of scale effects > cost reduction
- Promotion of the EU ITS industry

ITS Action Plan

24 Actions in 6 Priority Areas

Optimal Use of Road,
Traffic and Travel Data

Continuity of
Traffic and
Freight Management

Road Safety
and Security

Integration of
Vehicle and
Transport Infrastructure

Data Protection
and Liability

European
ITS Coordination

Area 1

Optimal use of Road, Traffic and Travel data

1. EU-wide real time travel information (public and private roles)
2. Collection and provision of road data
4. Free minimum information service
5. Promotion of multi-modal journey planners



Area 2

Continuity of Traffic and Freight Management

1. Continuity of ITS services

- definition of common procedures and specifications
- standardisation on door-to-door information flows

2. Services for freight transport and logistics (eFreight)

3. European ITS framework architecture (especially urban)

4. Implementation of the interoperability of electronic toll systems



Area 3

Road Safety and Security

1. Promotion of in-vehicle safety systems
2. Introduction of Europe-wide eCall
3. Regulatory framework on safe human-machine interfaces including nomadic devices
4. Best-practice guidelines: impact of ITS on vulnerable road users
- 5. Best-practice guidelines: secure parking places for trucks**



Area 4

Integration of Vehicle and Transport Infrastructure

1. Open in-vehicle platform architecture, including standard interface
2. Development and evaluation of cooperative systems
3. Specifications for communication I2I, V2I, V2V
4. Mandate for European standardisation
 - Definition of a mandate for the ESO to develop harmonised standards for ITS implementation, in particular regarding cooperative systems.



Area 5

Data Protection and Liability

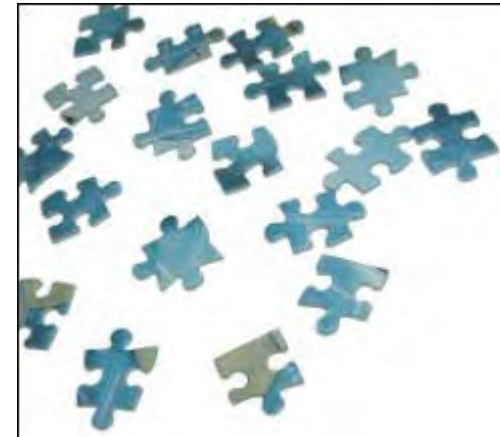
1. Assessment and measures on security and data protection
2. Addressing of liability issues, especially in-vehicle safety systems



Area 6

European ITS Coordination

1. Legal framework for European ITS cooperation
> *proposed Directive*
2. Decision support toolkit for ITS investments
3. Guidelines for public funding for ITS
(EU and national)
4. Collaboration platform on urban ITS



ITS Directive: Scope

Framework for coordinated and coherent
ITS deployment and use

- development of specifications and standards
- for ITS in road transport and interfaces with other transport modes

Priority areas

1. Optimal use of road, traffic and travel data
2. Continuity of traffic and freight management ITS services
3. ITS road safety and security applications
4. Linking the vehicle with the transport infrastructure

ITS Directive: Priority Actions

1. EU-wide multimodal travel information services
2. EU-wide real-time traffic information services
3. Data and procedures for the provision, where possible, of road safety related minimum universal traffic information free of charge to users
4. Harmonised provision for an interoperable EU-wide eCall
5. Information services for safe and secure parking places for trucks
6. Reservation services for safe and secure parking places for trucks

ITS Directive: Specifications

Specifications:

- **Functional**
- **Technical,**
- **Organisational**
- **Service provision**

Procedure

- Delegated acts
- Based on standards (where appropriate)
- Impact assessment prior to adoption

Obligations for Member States

- Ensure use of specifications when ITS is deployed
- Cooperate in respect to priority areas
- Deployment obligation only after adoption of co-decision proposal

Directive

- Limited time frame for delegation
- A first proposal on specifications within a year
- Priority actions first

- Under Lissbon treaty
- Commitology procedure revoked
- EC decide single-handed on delegated acts
- Objections to delegated acts and revocation of delegation

- MS reporting. Every 3 year after initial reporting

European ITS Committee

European ITS Advisory Group

European ITS Committee

- ▶ Member States
- ▶ European Commission

European ITS Advisory Group

- ▶ Service providers
- ▶ User associations
- ▶ Transport operators
- ▶ Industry
- ▶ Social partners
- ▶ Professional organisations
- ▶ Local authorities
- ▶ European Commission

Sweden

- Multimodal national ITS Strategy and Action Plan
- ITS Board with representatives from both public and private organizations and academia. The role of the ITS-Board is to:
 - develop forms of cooperation between public and private
 - advise and expedite the work of various actors in implementing the Action Plan for ITS
 - coordinate Swedish actions in Europe on ITS



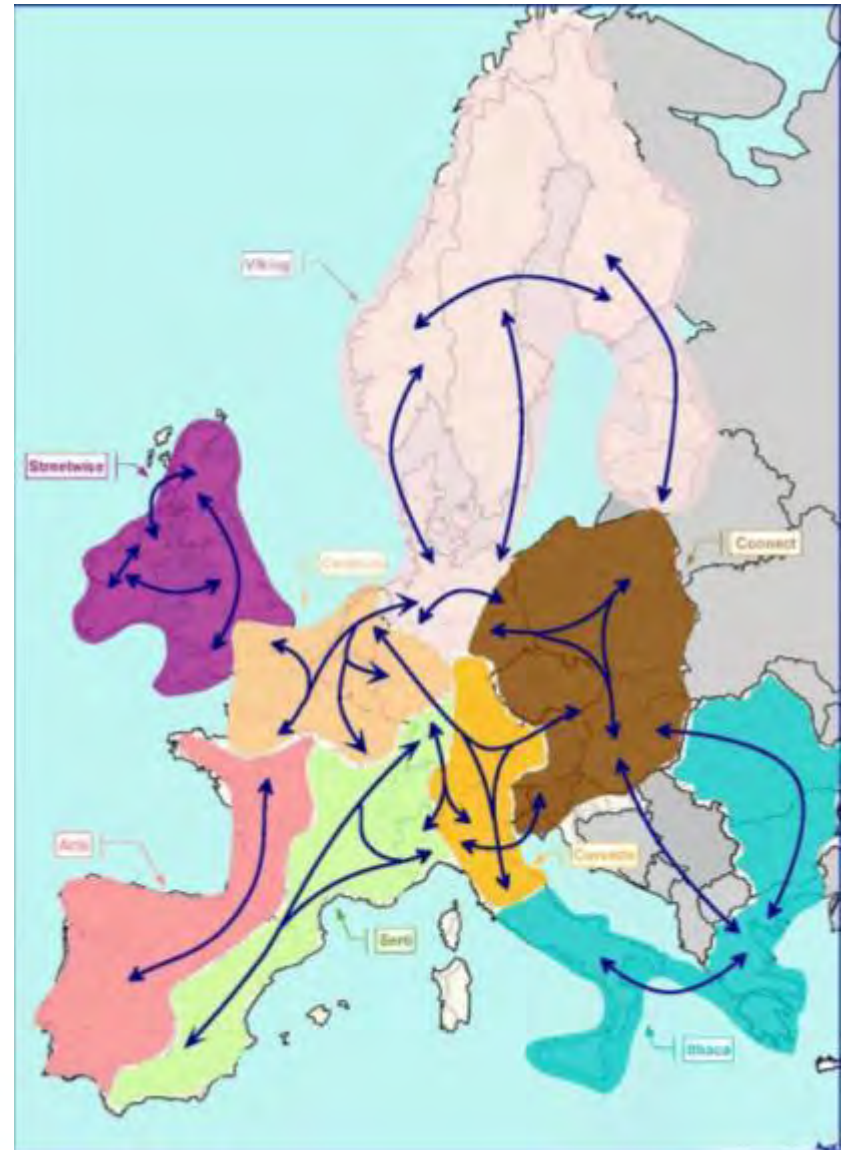
EasyWay

Deployment of harmonised ITS services in Europe

A cooperation between European countries (road administrations / operators in Europe)

EasyWay

- One project founded on 8 regional cooperations
- 23 EU member states, remaining ms observers.
- 3 countries outside the EU
- 2007-13
- Co-financed by EU. (TEN-T programme)
- Deployment (Core services + ICT infrastructure)
- Huge potential in such broad cooperation)



EasyWay Core European ITS Services

EasyWay Core European ITS Services are services for European hauliers and travellers, where road operators often play a key role in their implementation and provision. A Core European ITS Service means:

- The travellers and hauliers shall know when and where to expect it
- It shall offer a minimum level of common content and functionality
- It shall offer a common “look and feel” when relevant

The proposed Core European ITS Services are considered to be mature enough and effective enough (in relation to EasyWay scope and objectives) to form the backbone of deployment of ITS services across the Trans European Network for roads (TEN-T road) and on its interfaces with other networks.



Deployment areas

- Traveller Information Services
- Traffic Management services
- Freight and Logistics Services
- Information and Communication Technologies (ICT)



Deployment of Core services

- Deployment Guidelines
- Operating environment
- Level of service

By using Deployment Guidelines on national deployment we thereby also deploy European Core Services.



Intelligent Truck Parking (1)

Information systems on truck parking can provide:

- Information to driver and haulier on available truck parking including the expected service outlet at various sites.
- Improved traffic safety but also reduce environmental impact and improve traffic conditions
- Effective use of available capacity.
- A possibility of buffering HGV which in conurbations could be an interesting tool for traffic management of freight traffic.

The task of “Intelligent Truck Parking” is to optimise the use of the existing infrastructure in terms of parking facilities and to provide therewith relevant and suitable information to the European truck drivers, hauliers and service providers.



Intelligent Truck Parking (2)

Service levels:

Level 1: Provision of static information on parking area (pre-trip)

Level 1A: Basic static information

Level 1B: Advanced static information

Level 2: Level 1 + Provision of real-time information (on-trip)

Level 3: Level 2 + short-term forecast (on-trip) in a section

Level 4: Level 3 + pre-trip and on-trip forecast information on a larger area

Level 5: Provision of facilities for booking



Sweden and EasyWay (1)

Deployment of European ITS core services is expected to bring potential benefits as well as some new challenges

- EasyWay is expected to provide substantial contributions also to the Swedish ITS action plan
- There will be possibilities to address problems and apply solutions which probably would have been difficult from a strict national perspective. Harmonised European services could provide a leverage when addressing national needs.
- The European context will help to make services commercially credible

Sweden and EasyWay (2)

- European services will provide a basic element where specific national and regional needs can be added
- European services will provide an opportunity to address cross border traffic which could be difficult to reach by other means
- These services could add an extra driving force for the deployment of cooperative systems.
- Harmonisation does per definition bring national adaptation and sometimes even minor sub optimisation
- For information based services it is important to find a cost efficient and sustainable model for maintaining the service.

Sweden and EasyWay (3)

- The ITS Directive offers new possibilities to address “institutional” issues.
- One crucial issue for services promoting transport quality, for example secure parking, is the business model. Who is going to pay for the service?
- EasyWay as a well established cooperation
 - provides contacts with other countries
 - is a source of information.
- The project also offers a possibility to a dialogue with the European Commission.



ITP (1)

Transport administration basic concerns:

- Traffic safety and services to the road users
- Road signage (route guidance obligation)
- Traffic management and especially the possibility to buffer HGV:s
- Planning

ITP (2)

Challenges regarding ITP and secure parking

- Some basic issues
 - What is a truck parking and who decides?
 - Basic definitions
- Connection between Information service providers, parking service providers and road administrations? (A European Truck parking register?)
- Business models operative out on the road. Is there a will or even capacity to pay for services provided on a commercial basis
- Impact of road pricing set up
- Land pricing in conurbations
- Environmental issues

Dare to think ahead

Contact:

arne.lindeberg@trafikverket.se