

ITS Action Plan- Internet Consultation

** What are Intelligent transport Systems (ITS)?*

Intelligent Transport Systems (ITS) are generally defined as a collection of applications and services based on advanced information and communication technologies, to improve the transport system by making it more efficient, safer and more sustainable in terms of society and the environment. These services can be delivered in the vehicles, on mobile devices or via the road infrastructure.

The present questionnaire is more particularly addressing ITS applications and services for road transport and the interfaces with other transport modes.

** How to proceed with the Questionnaire?*

The questionnaire is listing a number of

- statements, on which we would like to know your position
- actions or applications, where we are interested in your priorities.

Where appropriate, you will have a chance to clarify your position or to add your comments

The questionnaire is available in PDF or WORD format

Please return your reply by electronic mail to: Theresia.Gruendl@ec.europa.eu

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Many thanks for your time and for your contribution!

The Questionnaire

1a. Do you think the uptake of ITS in road transport has been slow in the last decade compared to what you had expected?

YES NO Don't know

Comment:

Slower standard setting than expected.

1b. If yes, what seems to be the main obstacles to this uptake? (tick one or more boxes)

- lack of awareness of decision makers
- lack of customers' awareness
- low penetration because too costly (in case of in-vehicle devices and applications)
- low interest because of insufficient quality, services do not deliver what is promised
- lack of transparency regarding providers and prices
- unsolved questions on privacy or security issues
- ITS have not yet demonstrated their full potential
- lack of full coverage or consistent deployment
(co-operation between main actors seems to be missing)
- other obstacles (please specify)

Please specify:

2a. Do you think ITS should be seen as an important tool to reach one or more of the following policy objectives:

- | | | | |
|--|---|-----------------------------|--|
| - transport efficiency and mobility | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> Don't know |
| - sustainable environment | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> Don't know |
| - road safety | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> Don't know |
| - competitiveness of European industry | <input type="checkbox"/> YES | <input type="checkbox"/> NO | <input checked="" type="checkbox"/> Don't know |

2b. Do you think the development and deployment of ITS could be accelerated if better linked to the achievement of one of the above policy objectives?

YES NO Don't know

3. In what domain do you think ITS can provide most benefits?
> CHOOSE MAX. 10 domains BY RANKING THEM from 1 to 10 (1 being best)

- 6 freight transport operations (long distance)
- 7 freight transport operations (cities)
- promotion of intermodality (multimodality) in freight
- promotion of multimodality for passengers
- 5 real-time traffic information
- 1 dynamic navigation
- 4 advanced in-vehicle safety
- 10 safer infrastructure
- enforcement
- 8 emergency management
- road transport management by road operators
- public transport operations and planning
- electronic payment
- 9 electronic toll collection
- parking reservation and guidance
- 2 reducing the environmental impact
- 3 comfort to the driver

Additional comment:

Additionally, through traffic information ITS can help reduce congestion.

4. Where do you see the added value of the European Union in ITS development and deployment?
(tick all relevant boxes)

- X in giving financial support to research and development
- in giving financial support to deployment of ITS in cities
- in giving financial support to seamless deployment of ITS
on the trans-European Road Network
- X in providing a co-ordination platform for synchronising
the deployment of ITS in Regions and Member States
- X in supporting the production of standards
- in issuing legislation e.g. to render certain applications mandatory
- in raising awareness of ITS to decision makers
- in raising awareness of ITS to the citizens
- in supporting real life demonstrations and field trials

- in promoting financial incentives to lower the cost for the end user
 in other matters (please specify)

Please specify:
Standards are the key.

5a. Do you think concentration of EU actions on a limited set of mature, core ITS applications with the view to their quick deployment, in the first place, would give an impetus and offer added value?

- YES NO Don't know

Comment:
Too long and ambitious projects miss the point. Pragmatic standards are needed.

Note: Being a federation of 46 Member Associations, it would be very difficult for us to reach a common position on questions 5b and 5c. Therefore, we did not survey our members on these questions.

5b. If yes, what are, according to your opinion, the most important ITS applications that have reached a mature stage and merit to be supported or deployed in the short term?

(tick one or more boxes)

- a. in-vehicle basic safety systems
- ESC (Electronic Stability Control)
 - Emergency Braking Systems (or BAS, Brake Assist Systems: increasing automatically the force on the brake pedal in case of an emergency braking)
 - Automated Emergency Notification (e-Call: sending automatically the position of a vehicle involved in an accident to the rescue services)
 - Speed Alert (warning the drivers for not respecting the actual local speed limits)
 - Others (please specify)

Please specify:

- b. in-vehicle Autonomous Advanced Driver Assistance Systems (ADAS) like:
- Adaptive Cruise Control
 - Lane Keeping

- Lane Departure Warning
- Collision Avoidance
- Others (please specify)

Please specify:

- c. co-operative systems (based on vehicle-to-vehicle communications and/or vehicle-to-infrastructure communications)

- d. Travel and Driving Support Services, like:
- Real Time Traffic Information (RDS-TMC)
 - Route guidance
 - Parking Reservation and Guidance
 - Multi Modal door-to-door trip planning
 - Contact less Public Transport Ticketing
 - Others (please specify)

Please specify:

- e. Traffic Management systems
- Variable Message signs
 - Variable Speed Management,
 - Queue tail warning systems
 - Dynamic routing and guidance in case of incidents
 - Others (please specify)

Please specify:

- f. a European Electronic Toll Collection Service - enabling a driver to pay tolls or fees everywhere in Europe with one on-board equipment

Additional Comment:

5c. Which applications should be further developed with the view of deploying them in the medium-to-longer term? (tick one or more boxes)

a. in-vehicle safety systems

- ESC (Electronic Stability Control)
- Emergency Braking Systems (or BAS, Brake Assist Systems)
- Automated Emergency Notification (e-Call)
- Speed Alert
- Others (please specify)

Please specify:

b. in-vehicle Advanced Driver Assistance Systems (ADAS) like:

- Adaptive Cruise Control
- Lane Keeping
- Lane Departure Warning
- Collision Avoidance Systems
- Others (please specify)

Please specify:

c. Travel and Driving Support Services, like:

- Real Time Traffic Information (RDS-TMC)
- Route guidance
- Parking Reservation and Guidance
- Multi Modal door-to-door trip planning
- Contact less Public Transport Ticketing
- Others (please specify)

Please specify:

d. Traffic Management systems

- Variable Message signs
- Variable Speed Management,
- Queue tail warning systems
- Dynamic routing and guidance in case of incidents
- Others (please specify)

Please specify:

e. a European Electronic Toll Collection Service

Additional Comment:

6. Should a set of open standards be developed that would make it possible to have one common, open platform in a vehicle - based on common positioning and communication components - instead of separate platforms for each application?

YES NO Don't know

Comment:

7. Do you think that nomadic devices (handheld wireless devices such as a Personal Digital Assistants or advanced mobile phones) should also be linked to the above open platform in terms of their interaction with the vehicle?

YES NO Don't know

Comment:

Linking nomadic devices should not be a requirement in standards setting. Manufacturers of such devices should however have full access to technical documentation.

8. ITS applications in non-road modes are already being deployed or at the verge of being deployed.

e.g. in air transport SESAR will be the framework for the development and implementation of a new generation of air traffic management. Inland waterways are introducing River Information Services to manage waterway utilisation and the freight transport. The railway network is gradually introducing the European Rail Traffic Management System and Telematics applications for freight with technical specifications for interoperability. Shipping has already introduced SafeSeaNet and Vessel Traffic Monitoring and Information Systems and is progressing towards an Automatic Identification System and Long-Range Identification and Tracking...

Do you think any model could be taken from the other modes to accelerate the uptake of ITS on the road?

YES NO Don't know

Comment:

9. Liability issues and data protection have been recognised as major issues in developing ITS. Do you agree?

YES NO Don't know

Comment:

10. What other issues of a more general, horizontal nature, in your view, need more attention at EU level? Please specify:

Specify:

A balanced business model is needed; one that allows generating revenues/savings to bear the costs of the systems. Engine data uploading to standard platforms provides such profits.

11. Do you think that interoperability of ITS in different transport modes could bring about added value?

YES NO Don't know

Comment:

Cost reduction through massive usage.

12. If yes, what benefits would you expect from such interoperability?

Comment:

13. How would you share responsibility between different levels in developing and deploying ITS (EU, national, local, industry, users)?

Comment:

Vehicle leasing companies that manage (sometimes very important) fleets could consider testing ITS applications at a large scale in professional fleets.

14. Do you agree that for most ITS applications and services more efforts are needed to prove their business case by demonstrating their costs and benefits?

YES NO Don't know

Comment:

My Identification:

I'm participating in this survey as an

individual

Or representing

A Public Authority

an Association

a Company (Industry)

Please specify: Leaseurope is the European Federation representing the leasing and automotive rental industries in Europe.

Name (optional):	Leaseurope
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Nationality (optional):	
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How did you find out on this Consultation?

Website

Direct mailing

I have been informed

Meeting

other

Please specify:
