Urban ITS: EU-wide Multimodal Travel Information Services

- In 2010 the European Commission has therefore set up an Expert Group on Urban ITS with local authorities and their main partners to promote the deployment of ITS. The 24-month long mandate of the Expert Group ended in December 2012. During its mandate, the Expert Group developed guidance on deployment of three key applications of urban ITS (travel information, traffic management (incl. urban logistics) and smart ticketing), collected a number of related best practices and reflected upon the need for further standardization in the domain of Urban ITS.

- A legal framework (Directive 2010/40/EU ⧉) was adopted on 7 July 2010 to accelerate the deployment of these innovative transport technologies across Europe. This Directive is an important instrument for the coordinated implementation of ITS in Europe. It aims to establish interoperable and seamless ITS services while leaving Member States the freedom to decide which systems to invest in.

- Under this Directive the European Commission has to adopt within the next seven years specifications (i.e. functional, technical, organizational or services provisions) to address the compatibility, interoperability and continuity of ITS solutions across the EU.

  - Priority action 'a' – the provision of EU-wide multimodal travel information services

- The objective of the European Commission is not to set up and operate pan-European multimodal travel information and planning services, but rather to create the framework to enable their development. Given the vibrant and dynamic market it is better to promote, extend, federate and interface already existing services, instead of developing one European multimodal travel planner, and to limit the EU intervention to areas where deemed necessary. The priority of the Commission is to multimodal travel information and planning first and integrated single ticketing afterwards.

- *Fragmented market*: the review of 123 existing multimodal travel information and planning services demonstrated that the end user in Europe is not provided with complete and reliable information due to insufficient geographical and modal coverage of the current offer.

- The review also demonstrated that even though almost every Member State is included in one or more journey planners, only 38% of journey planners are cross-border. In case of the cross-border journey planners, only 30% (out of 46) cover both long distance transport and the first and last mile by including walking, cycling and public urban transport.

- At present there are numerous problems with the availability, accessibility, interoperability and privacy/liability of data which is hampering the development of multimodal travel information, planning and ticketing services.

- Comprehensive and accurate travel and traffic information is deemed by many as a **passenger right-** focus is also needed on travel information for persons with reduced mobility

- **Priority Action A: Specifications on EU-wide multi-modal travel information and services -**

Benefits of MMJP – They can promote sustainable modes of transport and influence travel behavior thus contributing to the further integration of transport modes into seamless trip chains and support the overall management of the transport network. They can inform citizens comprehensively and conveniently about their travel options and they can save time and money in travelling and its related planning.

Status – under development, discussions with nominated MS experts ongoing. External consultant is currently carrying out a cost-benefit analysis and a final report will be publicly available in 1Q 2016.

Key dates:

Stakeholder Workshop **4 November 2015**, Brussels

Public Consultation **28/08/2015 – 25/11/2015**

http://ec.europa.eu/transport/themes/its/consultations/2015-its-mmtips_en.htm

Scope: specifications with priority action A will set the framework to establish comprehensive multimodal travel information and services. Specifically they will tackle:

- o the interoperability of data formats, exchange protocols and interfaces between existing services

- o the quality levels related to data elements and services

- o the specific modalities of how to give access to these data elements.