



Leveraging legislation for the provision of real-time traffic information

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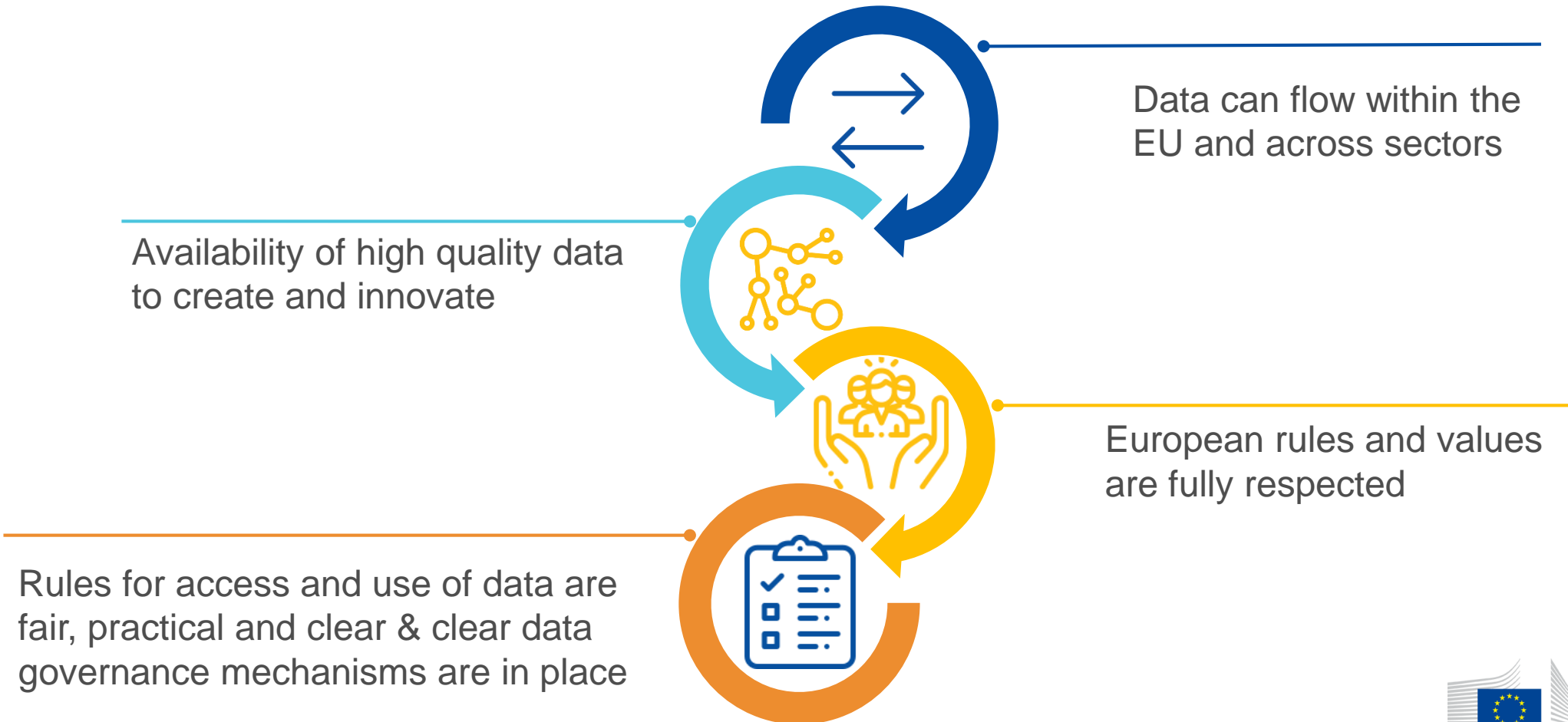
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Contents of the presentation

- European Strategy for Data: increasing availability and exchange
- The Intelligent Transport Systems (ITS) Directive: what & why
- Real-time traffic information: the Delegated Regulation and its revision
- Considerations regarding urban data types

European Strategy for Data

A common European data space, a single market for data



Common European Mobility Data Space

“...to position Europe at the forefront of the development of an intelligent transport system, including connected cars as well as other modes of transport. Such data space will facilitate access, pooling and sharing of data from existing and future transport and mobility databases.”

Among other transport-related actions:

- Review the Directive on Intelligent Transport Systems, including its delegated regulations to further contribute to data availability, reuse and interoperability (2021)
- Establish a stronger coordination mechanism to federate the National Access Points established under the ITS Directive through a EU wide CEF Programme Support Action (2020).

Intelligent Transport Systems (ITS) Directive 2010/40/EU

- Six priority actions:
 - a) provision of EU-wide **multimodal travel information** services (2017/1926)
 - b) provision of EU-wide **real-time traffic information** services (2015/962)
 - c) data and procedures for the provision, where possible, of **road safety related minimum universal traffic information** free of charge to users (886/2013)
 - d) harmonised provision for an **interoperable EU-wide eCall** (305/2013)
 - e) provision of information services for **safe and secure parking places** for trucks and commercial vehicles (885/2013)
 - f) provision of reservation services for safe and secure parking places for trucks and commercial vehicles (N/A)

Intelligent Transport Systems (ITS) Directive 2010/40/EU

- The ITS Directive and its Delegated Regulations include requirements for:
 - Making already digitalised public and private **data accessible** for (re-)use
 - **Categories and types of data** to be made accessible
 - **Geographical scope** where the legislations apply
 - **Standardising** formats and interfaces
 - **National Access Points**, where data sources can be made available or linked
 - **Timelines** for deployment (where applicable)

Intelligent Transport Systems (ITS) Directive 2010/40/EU

- First public workshop announced for the ITS DIRECTIVE REVISION on 15 December (10:00-13:00 CET):
 - https://ec.europa.eu/transport/themes/its/news/2020-11-11-1st-public-workshop-ia-revision-its_en
(register before 8 December)
- Public consultation open until 2 February 2021:
 - <https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12534-Revision-of-the-Intelligent-Transport-Systems-Directive->

Specifications of DR 2015/962

on the provision of real-time traffic information services

Accessibility via a National Access Point to:

Static road data

Road network links, classifications, signs, speeds limits, circulation plans, freight delivery regulations, location of tolling stations, tolled roads, parking places and service areas, charging points for electric vehicles, stations for CNG, LNG and LPG, location of public transport stops, location of delivery areas.

Dynamic road status data

Road, lane and bridge closures, overtaking bans, accidents and incidents, dynamic speeds limits, direction of travel on reversible lanes, poor road conditions, temporary measures, availability of parking places, delivery areas, charging points for electric vehicles, cost of parking.

Traffic data

Traffic volumes, speeds, travel times, location and length of traffic queues, waiting time at border crossings to non-EU Member States.

Revision of current specifications

Updating Commission DR (EU) [No 2015/962 \(spec B\)](#) as a possible instrument to achieve a new scope:

*“This activity will consider, for specific data types, the possible **geographical extension** of the current specifications for EU-wide real-time traffic information services and **possible additional data types**, in particular relevant data types at urban level (e.g. UVAR and traffic circulation plans)” (priority area I of the ITS Directive)”*



Revision of current specifications

Additional data categories	Essential RTTI services
UVAR data	<ul style="list-style-type: none">• Road traveller information services• Road navigation• Traffic management and traffic management services
Recharging/Refuelling points and stations data	<ul style="list-style-type: none">• Refuelling and recharging point and station services• Road traveller information services• Road navigation
Historical traffic data	<ul style="list-style-type: none">• Traffic management and traffic management services• Road traveller information services• Road navigation
Other road and traffic specific rules	<ul style="list-style-type: none">• Road traveller information services• Road navigation
In-vehicle generated data in a B2G context	<ul style="list-style-type: none">• Traffic management (e.g. congestion)• Road planning• Road maintenance and operations (e.g. de-icing winter operations)

Revision of current specifications

Policy option 1

Adding new data types to the current Delegated Regulation requirements

Policy option 2

Extending the geographical scope beyond the TEN-T networks and other motorways

Policy option 3

Mandating data types, obliging data to be created for specific categories

Considerations on urban data types

- Current data types
 - *Which are required to feed future essential services?*
 - *Should their geographical coverage be expanded?*
- Urban Vehicle Access Regulations
 - *Numbers are growing in the EU, but digital information is often lacking*
 - *Should the creation of data on UVARs be mandated by legislation?*
- Recharging/refuelling points and stations
 - *Which data is commercially sensitive and should not be shared publicly?*
- In-vehicle generated data
 - *Which use cases are relevant for public authorities?*
 - *Which data requirements are relevant?*

Supporting study and revision process

- Supporting study running from Jan to Dec 2020, including two surveys, interviews with selected stakeholders, case studies
- Multi-criteria and cost-benefit analysis to give an indication of a possible way forward
- Revision will be discussed and concluded with Member States' experts in Q1 2021
- Adoption of revised Delegated Regulation expected in Q3 2021.

Poll

- Should local/regional authorities be obliged to digitalise essential data (e.g. UVAR) and make it accessible to support (future) real-time traffic information services?
 - *Yes*
 - *No*
 - *It depends...*

Thank you

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