



ECTRI ANSWER TO THE EC PUBLIC CONSULTATION ON THE EUROPEAN C-ITS INITIATIVE

September 2016

The European Conference of Transport Research Institutes (ECTRI) is an international non-profit association that was officially founded in April 2003. It is the first attempt to unite the forces of the foremost multimodal transport research centres across Europe and to thereby promote the excellence of European transport research.

Today, it includes 28 major transport research institutes or universities from 21 European countries. Together, they account for more than 4,000 European scientific and research staff in the field of transport. ECTRI as the leading European research association for sustainable and multimodal mobility is committed to provide the scientifically based competence, knowledge and advice to move towards a green, safe, efficient, and inclusive transport for people and goods.

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Rue du Trône 98 | 1050 BRUSSELS | Belgium

Tel: + 32 (0)2 500 56 87/88 | Fax: + 32 (0)2 500 56 89

Number: 831 370 370

Website: www.ectri.org

Contact: Caroline Alméras, Secretary-General

E-mail: caroline.almeras@ectri.org

ECTRI launched its Thematic Groups (TGs) in September 2007 as a means to facilitate exchanges among ECTRI researchers interested in similar research fields and in order to promote joint initiatives and positions.

The **Thematic Group on Mobility (TG MOBILITY)** consists of 58 experts from 27 Institutes and Universities representing 18 countries. Most of the institutes are working in the field of travel behaviour analysis and modelling, transport policies, mobility services, intermodality, ITS and land-use and transport interactions. Members are: AIT, BAST, BME, CDV, CENIT, DEUSTO, DLR, DTU, FHG, HIT, IFSTTAR, KTI, LNEC, POLITO, TØI, TRL, TTI, UL, UNEW, UNIZA, UPM, UVEG, VGTU, VTI, VTT, VUB and RWS.

The **Thematic Group on Traffic Management (TG NEARCTIS)** is composed of 31 experts from 21 institutes, including 14 from ECTRI & 15 from NEARCTIS¹. The scope of this TG is traffic modelling, traffic control, communication and positioning technologies; and cooperative systems. Members are: AIT, BAST, CDV, CENIT, DEUSTO, DLR, EPFL, FhG, HIT, IFSTTAR, TRL, TUC, TUD, UCL, UNEW, UNIZA, UoS, UPM, UVEG, VGTU and VTI.

ECTRI TG MOBILITY and TG NEARCTIS want to play an active role in the understanding and forecasting of travel behavior and needs of individuals living in urban, periurban and rural areas and in the definition and evaluation of new services that can contribute to reduce the negative environmental, social and economic aspects of mobility. Cooperative ITS is one the services that has the potential to improve existing information available about the vehicles, their location and the road environment. It will lead to new services for the road users while bringing major social, economic and environmental benefits and push to greater transport efficiency and increased safety.

ECTRI TG MOBILITY and TG NEARCTIS have attentively followed the work of the platform for the Deployment of C-ITS in the European Union (C-ITS Platform) and therefore would like to provide some inputs to the questions raised on the “Public Consultation on the European C-ITS Initiative” (consultation period: 24/06/2016 – 16/09/2016).

For more information on the TGs contribution, please consult [ECTRI Thematic Groups webpage](#).

Objective of the consultation

This public consultation aims at collecting the opinions of stakeholders and interested parties, including EU citizens and private and public organisations, with regard to possible actions at EU level to support the accelerated and interoperable deployment of Cooperative Intelligent Transport Systems (C-ITS) in the EU.

Guidance

The questionnaire consists of mandatory (marked by an asterisk *) and non-mandatory questions. The non-mandatory questions are rather technical in nature and it is therefore not expected that everybody would answer them, depending on your profile and expertise you are free to answer these questions either in full or partially.

The length of answers to some open questions has been restricted to facilitate a balanced analysis. The final question of the questionnaire allows for further elaboration on these topics.

¹ NEARCTIS Network of Excellence (FP7 funded project) was integrated within ECTRI as a new TG on Traffic Management in early 2015.

1. Respondent

***1.1.a Please enter your first name**

Evangelos / Pierre-Yves

***1.1.b Please enter your last name**

Mitsakis / Gilliéron

***1.1.c Please enter your email address**

emit@certh.gr / pierre-yves.gillieron@epfl.ch

***1.2 May the European Commission contact you at this address in case further details on the submitted information in this questionnaire are required?**

Yes

***1.3.a I speak on behalf of**

An association representing other organisations

***1.3.b Can you please identify which organisation or association you represent?**

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***1.3.c Please indicate if your organisation is registered in the Transparency Register of the European Commission**

Yes

***1.3.d Please enter your registration number in the Transparency Register and check the validity of your entry via the search function in the Transparency Register. Please note that invalid entries will by default be regarded as unregistered.**

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***1.3.e Please state your Job Title**

Associate Researcher

***1.4.a Please indicate your country or region of residence (if answering as an individual) or the seat of your organisation (if answering on behalf of an organization)**

Other

***1.4.b Please specify Other nationality**

EU-wide

***1.5.a What type of organisation do you represent or work for?**

Academic institution/Research institute

***1.6 What is the principal geographical focus of your organisation?**

European

***1.7 Do you object to the publication of your personal data and/or your contributions?**

My contribution can be published including my personal information / name of my organisation

2. Questionnaire

2.1 Please indicate your level of agreement with the following statement:

***It is important to take action NOW to support the accelerated and interoperable deployment of Cooperative Intelligent Transport**

Strongly agree

2.2 Please indicate your level of agreement that the EU should take the following possible actions for accelerating C-ITS deployment:

***Adopting an EU-level strategy on C-ITS**

Strongly agree

***Facilitating dialogue, exchange of technical knowledge and cooperation at EU level**

Strongly agree

***Funding C-ITS development and deployment projects**

Strongly agree

***Setting standards and specifications for the deployment of selected C-ITS services**

Strongly agree

***Mandating deployment of selected C-ITS services**

Agree

***Mandating in-vehicle (communication equipment)**

Agree

***2.3.a Would you, as a driver/customer/user be prepared to consent to C-ITS systems broadcasting data?**

- YES – to get (free) access to C-ITS services and benefit from increased road safety, for myself and for others.**

- YES – to get (free) access to C-ITS services and benefit from smarter traffic management and reduced congestion
- YES – when there are adequate safeguards this data will only be used for C-ITS services and not for other purposes (e.g. not to enforce traffic violations)
- YES – when offered a financial incentive (e.g. to benefit from better insurance rates or reduced road tax)
- YES – provided I have the possibility to opt-out at any moment

***2.4.a Should broadcasting of a minimum dataset to enable C-ITS be mandated by law?**

- YES – road safety is of critical importance and these systems will save lives
- YES – to reduce fuel consumption and emissions
- YES – to help reduce traffic congestion
- YES – but an opt-out option must always be included

***2.5.a Assuming the vehicle is equipped with broadcasting capability and the equipment can be turned off, who should give permission to broadcast data for C-ITS services?**

- The owner of the vehicle gives permission, the driver however should be properly informed when the vehicle has active C-ITS broadcasting equipment
- The driver has the possibility to opt-out at all times, in which case the owner of the vehicle is properly informed of this choice
- The driver of the vehicle gives consent every time the vehicle is started and prior to broadcasting any C-ITS data, the owner of the vehicle is not informed about this choice.

***2.6.a What geographical scope do you think C-ITS deployment should focus on most / first when investing in C-ITS?**

- Motorways
- Urban areas
- Service dependent (e.g. Green Light Optimal Speed Advisory)

***2.7.a What user group do you think C-ITS deployment partners should focus on most / first with their efforts to increase public acceptance (please order from 1 to 5, with 1 being the most important, and 5 being the least important)?**

- Road infrastructure owners/ managers: 2
- Fleet owners: 3
- Professional drivers: 1
- Private drivers: 5
- General public: 4

2.7.b Which other user group do you think C-ITS deployment should focus on most / first when increasing public acceptance?

(No answer)

3. Expert Questionnaire

*3.1 How familiar are you with the C-ITS topic?

I am familiar with or already use C-ITS. I will proceed to the questions.

*3.2.a Please indicate how you would rate the potential impact of C-ITS on the following societal trends, problems or statements.

- Increasing Road Safety [1]: **very positive**

[1] Currently 70 road fatalities in the EU every day, a multitude of serious and minor injuries, and the share of Vulnerable Road Users is increasing

- Reduce fuel consumption, Greenhouse Gas and other pollutant emissions, as well as dependency on fossil fuels from transport: **positive**
- Reducing congestion: **positive**
- Attracting more traffic, possibly negating the positive benefits for GHG emissions, air pollutants and/or congestion: **neutral**
- Increasing the competitiveness of the European industry: **very positive**
- Facilitating uptake of low or zero emission vehicles (e.g. electric cars, e-bikes, etc.): **very positive**
- Facilitating multimodal transport, strengthening the trend of reduced vehicle ownership: **positive**

3.2.b Which other potential impact do you think C-ITS could have?

(No answer)

*3.3.a Please indicate to what extent you think the following issues are barriers for the large scale deployment of C-ITS.

- C-ITS developments risk being fragmented across Member States and industries: **strong barrier**
- Lack of Interoperability hinders cross-border continuity of services: **moderate barrier**
- Insufficient link between large scale tests, demos and pilot projects, and standardisation efforts: **strong barrier**
- Gaps and possible inconsistencies in the regulatory framework and policy: **moderate barrier**
- Deployment of C-ITS is slow and full benefits are not realized: **strong barrier**
- High investment risk or first-mover disadvantage: **strong barrier**
- Uncertainty regarding proven business cases: **strong barrier**

- Lack of public acceptance: **moderate barrier**
- Lack of public funding and investments: **strong barrier**
- Lack of private investments: **strong barrier**
- Lack of support for innovative projects up to (pilot) deployment: **strong barrier**
- Lack of support for basic research: **strong barrier**
- Lack of focus on social and behavioural aspects: **moderate barrier**
- Lack of international cooperation to build global solutions: **moderate barrier**

3.3.b Which other barriers do you see for large scale deployment of C-ITS?

(No answer)

*3.4.a Do you believe additional prioritisation is required?

No additional prioritisation is required, all services should be deployed as soon as possible

3.4.f Which services do you think are missing from this list (that are prime candidates for early deployment)?

(No answer)

Do you agree that the following issues need to be addressed at EU level to facilitate large scale deployment of C-ITS?

3.5.a PRIVACY & DATA PROTECTION

- Ensure broadcasted C-ITS messages are not (or only temporarily for functional reasons) stored: **Disagree**
- Implement practical solutions for respecting data privacy and data protection legislation, including privacy by design and anonymization of data: **Strongly agree**

3.5.b SECURITY

- Deploy common security and certificate policy for C-ITS in Europe allowing secure interoperable C-ITS communication for cross-border C-ITS services: **Strongly agree**
- Define clear roles, responsibilities and financing schemes for security management at EU level: **Strongly agree**
- Set up EU compliance assessment process for C-ITS systems and services: **Agree**

3.5.c PUBLIC AWARENESS & ROAD SAFETY

- Develop principles for non-distracting Human Machine Interfaces: : **Strongly agree**
- Ensure co-existence with non-C-ITS equipped users during the (likely long) transition period: **Strongly agree**
- Increase awareness on the benefits and possibilities but also limitations of C-ITS: **Strongly agree**

3.5.d INTEROPERABILITY & FAST DEPLOYMENT

- Deploy first and exclusively agreed Day 1 & 1.5 C-ITS services to accelerate cross-border continuity of services: **Agree**
- Consider mandating deployment of safety critical C-ITS services: **Agree**
- Ensure functional interoperability for C-ITS services to guarantee cross-border and cross-brand continuity of services: **Agree**
- Develop model for Cost Benefit Analysis & Business Models at local/regional level to stimulate investment: **Strongly agree**
- Cross-testing for all deployment pilots to verify and ensure interoperability: **Strongly agree**
- Impose use of harmonised standards and development of implementation guidelines: **Agree**

3.5.e COMMUNICATION

- Promote hybrid communication to cover all services (i.e. direct short range and cellular/long-range): **Strongly agree**
- Use IEEE802.11p/ETSI ITS-G5 for Direct Short Range Communication: **Strongly agree**
- Seek international harmonisation of spectrum allocation: **Strongly agree**
- Protect (and possibly extend) designated frequency bands for safety critical C-ITS services: **Strongly agree**
- Seek International cooperation for additional (designated) spectrum for C-ITS services: **Strongly agree**
- Ensure good functioning of safety critical services through high signal predictability from ITS-G5 communication, also under high channel load (e.g. many C-ITS devices in urban areas): **Strongly agree**
- Support multi-channel ITS-G5 to increase capacity and support future service and users (e.g. Vulnerable Road Users) : **Strongly agree**
- Increase geographical coverage for communication: **Strongly agree**
- 5G mobile networks should in the long-term cover all communication needs, including direct short range and thus replace not only 3G/4G but also ITS-G5: **Strongly agree**

3.5.f STANDARDISATION & INTERNATIONAL COOPERATION

- Create a common technical framework and minimum list of standards for all C-ITS stakeholders: **Strongly agree**
- Bridge standardisation and harmonisation gaps: **Strongly agree**
- Seek security interoperability with non-European users (i.e. mix non-EU and EU vehicles): **Strongly agree**
- Link with and learn from 3rd country deployment pilot implementation issues: **Strongly agree**
- Learn from international implementation policies: **Strongly agree**
- Develop / carry out international compliance assessment for C-ITS: **Strongly agree**

4. Additional questions

***4.1.a Would you, as a driver / customer / user, be prepared to pay for C-ITS services?**

- **Once, when buying the vehicle**
- **Periodically, based on subscription model for safety related services**
- **Periodically, based on subscription model for traffic management services**
- **Periodically, based on subscription model bundled with 'infotainment' services**

***4.2.a Are there any additional issue you wish to raise in the context of C-ITS? Is there any data, study or document that are of relevance to C-ITS (e.g. successful deployment activities of C-ITS) that you would like to share?**

No

Contact

Evangelos MITSAKIS
Moderator of TG MOBILITY
Associate Researcher
CERTH - HIT, Greece
emit@certh.gr
+30 2310 498459

Pierre-Yves GILIERON
Moderator of TG TRAFFIC MANAGEMENT
Senior Researcher
EPFL, Switzerland
pierre-yves.gillieron@epfl.ch
+41 2169 32750