IMPACTS ROME

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The French position on ITS directive Plan

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The role of Paris in ITS

- **A local authority involved in ITS**: participation in political and technical levels and workshops: **IMPACTS, POLIS**, ATEC ITS France, PREDIM… in relationship with régional level (RIF).

- **Paris a field of deployment of ITS at a great scale** on several types: Information trafic system SURF, tramway and bus priority, TC information (SIEL), Vélib' system (Iphone), future Autolib' system, taxis network (unique call number), dynamic information car park, tourism coach pay system,… which require news and bests technologies in a global approach on sustainable mobility.

- **Paris bring and share his technical expertise** on national level and europeen projects (CIVITAS 1,SUGAR, CONDUITS, E-SUM, EVA,SHARK…).

The role of actors in France for the deployement of ITS

- Role of locals authorities : **Cities, départments, Regions**
- Role of the State: **MEEDDM** (Ministry of Transport)- **PREDIM (platform R&D)**→ ATEC ITS France
- Role of private and semi public sector: **in ATEC ITS France**
- Role of industrials, research organizations: **in ATEC ITS France**

ATEC - ITS France: a professional association

dedicated to the development of new techniques in traffic, environment and transport domains

- **Members are coming from complementary horizons**: government agencies, private and semi public sector, and research organizations: Toll road operators - Local road network - Local authorities - Car manufacturers - Companies of road transport of goods - ITS experts.
- They bring their experience in the **development of sustainable urban and interurban transport systems.**
- Thanks to the skills of its **expert members in traffic and transport field**, ATEC aims to achieve complementary objectives.
- **WG Members** represent **key actors in the field of Intelligent Transport Systems** (ITS) in France.

Memorandum of ATEC-ITS France Working Group on "Proposal for a Directive of the European Parliament and of the Council laying down the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other transport modes"

– provides the **official position of French ITS stakeholders** on the proposed **Directive and associated Action plan**.

– is for the **benefit of elected representatives** at the French Parliament and of French representatives at the European Parliament.

– provides **guidelines for ITS French actors** in elaborating strategic plans for the **development of ITS services** in the near future:

- to **develop the sustainable mobility** of persons and goods,
- **to limit the emission of GHG**, to **control consumption** of fossil fuels and to **create a real interoperability** of transport systems within the Member States.
- to take into **consideration the existing systems in Member States** (MS)

The recommendations of ITS France stakeholders:

the development of Intelligent Transport Systems:
in line with the recommendations of the Directive is essential

- **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**
- **Concerning more specifically the questions of standardization**
- **Conclusion**

1- Optimal use of road, traffic and travel data

Priority Areas and Actions as referred to in Article 1a and 1b of the Directive have been reviewed and commented.

- **French Toll Highways Association** agrees the **use of high quality traffic data and interoperable** ITS.

- It is also necessary to **take into consideration** the following aspects:
  - A full **quality control** **of traffic data information**
  - An **economic model** of new information services **which take into consideration** the cost of collecting and qualifying traffic data and the amount to be paid by the road user who will benefit from those **added - value services**.

- **Public road authorities at local level** has proposed that this **responsibility be supported by each MS** (POLIS position)

2- Continuity of traffic and freight management ITS services

- The **action Plan on this matter will be based on user needs** rather than on technological requirements.
- This specific plan **must be intermodal** , international and shall be in **coherence with other Directives** of the European Commission on telematic issues.
- ITS France remind the important work made in France to **develop multimodal information for road and public transport users**.

3- ITS road safety and security applications

- **Highways operators** are favourable :
  - to the development of **secured parking lots** to meet the objectives of road safety and safety of the goods.
  - **supply real-time information on the availability of parking** (ex: ParKinfo system with parking opérators in Paris)
  - **To meet the objectives of improvement of the safety/security on highways**, operators have recently implemented, and plan to strengthen, **dynamic systems for management of traffic** such as: dynamic regulation of speed, regulation of access, **dynamic control of traffic** ban to Heavy Trucks, information about weather conditions along the route.
  - Concerning the **use of nomadic devices** in motor vehicles, a priority shall be given to the **application of ESOP** by the manufacturers of such nomadic devices.

- **The car manufacturers:**
  - necessary to **conduct research** on HMI and develop required **standards.**
  - In particular, necessity for experimental solutions tested and that market has **selected best solutions**
  - with regards to the **safety of vulnerable road users**, take also into consideration the **improvement of operator's personnel safety**.

4- Linking the vehicle with the transport infrastructure

This domain concerns the on-board platforms and the development of the cooperative systems vehicle / infrastructure and vehicle / vehicle.

- **The development** of this type of systems **relies on close cooperation** between car industry and infrastructure owners / operators. They consider as indispensable that the definition of the afore mentioned systems be made in common under a **model of governance that must be defined by public and private partners.**.

- **Generalization of Vehicle to Infrastructure communications** and vice versa will develop driver assistance systems by **completing existing systems with variable message panels in the car** (real-time road information as incident announcements) and with on-board emergency call support services. In addition, moving vehicles will work as real time sensors of traffic conditions and these data will complement the system.

- **Quality control** must be present **in the whole data processing chain** and, in this respect, regulations issued by public authorities to road operators must be widened to the new private actors of road information.

Concerning more specifically the questions of standardization:

it is essential to first define the objectives of the new project and estimate its operational aspects with regards to organizations as well as with the administrative and commercial constraints.
Only at the end of this phase, one can develop Technical Specifications

- This approach implies that from the beginning, **all actors of " the ITS eco-system ” be involved in the project**.

- **to define** at first the actors, the services, and the links between them (**functional specifications**):objectives of interoperability and continuity, deployment scenarii, new Standards (the only « On Unit Board » is it pertinent?)

- For those new services where functionalities are still to be clarified, it is advisable to conduct **field tests prior to entering into Technical Specifications** and eventually Standardization processes.

In conclusion : For an effective implementation of the proposed Directive and its associated Action Plan, the french actors and local authorities (and City of Paris):

- **suggests**:
  - Not to stop **financing field tests**
  - **Use EASYWAY** project **as an European platform** to deploy and share experiences

- **reminds the following essential points**:
  - The Directive shall **allow development of new systems** and associated services to be based on, and **compatible with, existing systems** in Member States (MS),
  - The Directive shall give **priority to the analysis of organizational and functional aspects** of the project prior to the development of Technical Specifications and Standards. All ITS stakeholders must be involved from the beginning,
  - The Directive has to **emphasize the quality requirements to be respected by all parties** involved in production of road data for user information. In particular, realistic economic models must be used in order to provide quality road users information

Thank you for your attention

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