

eSafety Forum: 5th Plenary Meeting

“**R**ea**T**-**T**raffic and **T**ra**I**nformation:
Recommendations”

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(new) Chairman of the RTTI WG

Introduction (1)

Commission Recommendation on TTI (2001)

Member States are invited:

- to develop a legal and business **framework** for deploying telematics-based **Traffic and Travel Information** in Europe
- to work together for **establishing** European TTI services
- to **harmonise** the requirements for TTI services at national, regional, and local level
- to report **progress** to the Commission

Introduction (2)

Objectives of the RTTI WG (2003):

- Focus on **road** traffic
- Support for the wider use of pan-European **RDS/TMC** network for safety related traffic information
- By 2010, RTTI services should be available in 50% of all important metropolitan areas in Europe
- Analyse the Member States' responses and check possible business models

RTTI-WG: Recommendations Oct.05

The Member States should:

1. Agree on an implementation strategy for the extension of RTTI services, working to **European standards**, covering both inter-urban and urban areas;
2. Support the TMC-Forum to promote the **safety-related features** of the **Traffic Message Channel**;
3. Take steps to ensure **roaming and interoperability** of RTTI services across the EU

RTTI-WG Recommendations (2)

4. Make existing **public data available** for the provision of RTTI services. Safety relevant data be freely available;
5. Request that traffic management centres operate to **European standards** such as TMC-encoding of the data;
6. Agree, on the basis of national RTTI strategies and the Commission's Recommendation on TTI services, with the private service providers on the minimum **quality** for public (free of extra charge) services;

RTTI-WG Recommendations (3)

7. Publish clear guidelines for the private sector on the conditions for establishing **private data collection** networks for commercial services;
8. Require reluctant FM-broadcasters to carry an RDS/TMC service for public or private users so that **80%** or more of all journey drivers can have access to a relevant RTTI service by the year 2010 or earlier;

RTTI-WG Recommendations (4)

9. Require the authorities to ensure that frequency spectrum and **broadcast capacity** will be made available in the near future for advanced digital broadcast traffic information services via DAB, DRM, DVB-T, and eventually, satellite-DAB;

10. Support the development of future **advanced services** which become possible by DAB, DVB-T, satellite broadcasting, 3G, WLAN, and others;

RTTI-WG Recommendations (5)

10. Take a position regarding these recommendations of the RTTI WG through their Transport Ministers;
11. The Council of the Transport Ministers of the European Union should make a decision on this subject at one of their next meetings.

RTTI-WG: Actual Situation

- Results presented to the 2nd High Level Meeting with the Member States on 18th October 2005, but: no main conclusions on further actions;
- eSafety SG decided on 4th April 2006 to continue the work of RTTI-WG with updated terms of reference, schedule, and participation;

RTTI-WG: (new) Terms of Reference

1. Review of the results and recommendations of the Final Report (Oct. 2005) and analysis of open issues
 - improvements / obstacles of implementations
 - Guidelines for the stakeholders
2. Focus on road traffic related criteria, expectations, needs
 - User perspectives
 - Traffic policy perspectives related to road traffic safety
 - Traffic management perspectives

RTTI-WG: (new) Terms of Reference

3. Proposal of a "Road Map" for implementation of RTTI

- starting conditions, existing and evolving standards
- availability and quality of data, from sources to users
- future proven approach for a consistent co-operation of the involved stakeholders, including other modes of transport

4. Proposal to the Commission on further actions

- Constituent elements of a European position on RTTI
- Communication / Recommendation to the Member States

RTTI-WG: Structure/Work Plan

Members:

Participation of all involved stakeholders as highway and road traffic authorities, broadcasting corporations, automotive and equipment industry, service providers, and experts on RTTI is needed

Time Schedule:

May 2006: refinement of ToR, call for participation, constitution - followed by quarterly meetings
May 2007: preliminary Final Report / Recommendations
Fall 2007: Final Report