



The i-Car Support Newsletter

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Creation date: 23 June 2010



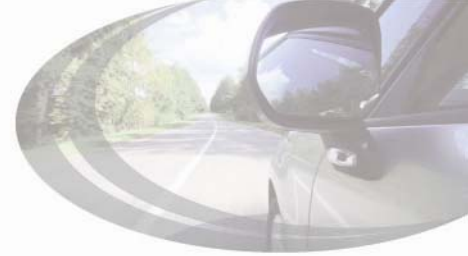
Commissioner for Transport Sim Kallas spoke on the first conference on Intelligent Transportation Systems and Services held in Brussels on 22 June: "Intelligent Transport Systems can be a powerful tool to support overall transport policy goal in many ways. However, ITS deployment is not a goal in itself" said Mr Kallas.

In the framework of the ITS Action Plan and associated directive, Mr Kallas underlined the importance of the role of the EU to accelerate the deployment of ITS in Europe. "Europe has a role to play, not by taking everything in our own hands, but by supporting the right framework conditions (...)"

He also mentioned the significance of the Trans European Networks for Transport (T-TEN): "we are currently in a decisive phase of our review of the T-TEN policy". The European Commission recently opened a public consultation on a proposal for a new methodology on T-TEN planning.

The objective of this high-level conference was to provide first hand information on the implementation of the Intelligent Transport Systems (ITS) Action Plan and to debate the deployment of ITS in Europe in the framework of the forthcoming ITS directive.

To read the full speech of Mr Kallas, click [here](#)



Open standards and interoperability

Creation date: 22 June 2010

On 10 June 2010, Digital Agenda Commissioner Neelie Kroes addressed the audience of the Open Forum Europe 2010 Summit promoting the idea that open standards and interoperability be at heart of the EU Digital Agenda. In her speech, Ms Kroes stressed that she sees herself as a big fan of open standards. She said she believes in openness, and she believes in practising what one preaches.



Kroes advocated the choice of open standard as a very wise business decision: “Interoperability boosts competition and we need more of that ... and that is why everybody who cares about interoperability should care about the financial conditions for the use of standards as well as the indirect constraints imposed on third parties: the fewer constraints the better.”

To create more and better standards in Europe, Kroes proposed a number of measures to be implemented at EU level: a reform of the European standardisation systems, to “bring relevant standards from non-traditional standard setting organisations to an equal footing with European standards when it comes to achieving interoperability.”

Concerning IPRs, Kroes called for rules for ex-ante disclosures concerning standards involving intellectual property rights, a proposal set to avoid companies focussing only on IP revenue. Kroes here referred to a draft of new antitrust rules which would be designed to keep standardisation processes free of abuse: the document relies on concepts of “non-discrimination, transparency and availability and specifies minimum requirements that distinguish standard-setting from a cartel”

Kroes also announced the launch of a new European Interoperability Framework (EIF) in 2010. It will call for public bodies to choose solutions with the least constraints, making sure no chosen supplier can take advantage by “locking-in”. Under the new EIF2, public authorities would have to justify using closed solutions.

If you wish to read the entire speech, click [here](#)



ITS Action Plan public consultation

Creation date: 25 May 2010

DG MOVE has launched a consultation in the framework of the ITS Action Plan. This consultation is part of a study to support Actions 1.1 and 1.5 of said ITS Action Plan. The objective is to collect information across the EU on the status of traffic and travel information with regard to the following aspects:

- Traffic and travel data availability and access, co-operation and data exchange between public and private sector
- Definition of safety related traffic information and provision of free universal traffic information services

This consultation has opened for specialists from national, regional and local road and public transport authorities, public and private service providers, public transport operators and other organisations working with traffic and travel data.

The consultation is done via a publicly accessible website and will remain open until 18 June 2010.

Click [here](#) for the consultation website

Council and EP adopt ITS directive

Creation date: 23 June 2010

Following negotiations with the European Parliament, the Council of the European Union, on 10 May 2010, adopted the proposal for a directive on the deployment of Intelligent Transport Systems in the field of road transport and a corresponding statement of the Council's reasons.

The text has been sent to the European Parliament for a second reading, and was adopted in June by the Parliament's Transport Committee. The plenary vote is scheduled for July.



The objective of the draft directive, proposed by the European Commission in December 2008 is to accelerate and coordinate deployment of interoperable ITS in road transport, including interfaces with other transport modes, by creating the necessary conditions and mechanisms through a coherent EU-wide framework.



The Council and Parliament agreed on a two-step approach paving the way for swift introduction of ITS through EU legislation: first, the Commission adopts the necessary specifications for the ITS applications and services concerned; then, within 12 months and, where appropriate, after an impact assessment, the Commission presents a proposal for deployment of those ITS to the European Parliament and the Council, which will jointly decide for or against the proposal. In any case, member states will have the final say on whether or not to deploy an ITS application or service on their territory. However, if they do so, they must respect the specifications adopted under the directive.

The directive defines priority areas, and priority actions within those areas, in order specifications for the actions planned in the priority areas. The priority areas and corresponding main actions outlined in the draft directive include:

- optimal use of road, traffic and travel data
 - priority actions: EU-wide multimodal travel and real-time traffic information services as well as road safety related minimum universal traffic information services
- continuity of traffic and freight management ITS services
 - actions: e.g. ensuring information flow; tracking and tracing of freight
- ITS road safety and security applications
 - priority actions: EU-wide eCall services as well as reservation and information systems services for safe and secure parking places for trucks and commercial vehicles
- linking the vehicle with the transport infrastructure
 - actions: e.g. systems for exchange of data or information between vehicles, infrastructures and between vehicle and infrastructure



Joint CEN/ETSI report on ITS delivered

Creation date: 12 May 2010

The first joint CEN/ETSI report in response to the European Commission Mandate M/453 was delivered 15 April as requested by the European Commission. Download it [here.pdf](#) (890.5 KB)

The European Standardisation Organisations are preparing next steps and will organise an open workshop in Berlin 25-27 May 2010, in order to discuss detailed technical issues in relation to the standardisation work in accordance with the The proposed Agenda includes the following topics for interest:

- ITSD framework architecture
- Local Dynamic Maps
- Facility layer issues
- Data protection
- Application and services
- Technical discussion of the applicability of CALM standards

Five more countries for eCall

Creation date: 6 May 2010

The European Commission has welcomed five more Member States endorsing the eCall in-vehicle emergency system. This life-saving system automatically dials Europe's single emergency number 112 in the event of a serious accident and could save up to 2500 lives per year in Europe when fully deployed. At a ceremony in Brussels on 4 May Belgium, Denmark, Luxemburg, Malta and Romania signed the EU's Memorandum of Understanding to implement eCall across Europe, joining 15 other European countries and 3 other European countries which have committed to deploying eCall (Austria, Cyprus, Czech Republic, Estonia, Finland, Germany, Greece, Italy, Lithuania, Portugal, Slovakia, Slovenia, Spain, The Netherlands, Sweden Iceland, Norway and Switzerland).

European Commission Vice-President for the Digital Agenda Neelie Kroes was present at the event: "*I am very pleased that 20 Member States are now signing up to deploy eCall. This system is an excellent example of how information and communications technologies can improve and even save the lives of citizens*".



European Commission Vice-President for Transport Siim Kallas said "*The eCall system can save many road users' lives every year and I am therefore delighted that an increasing number of Member States are now committed to putting the system in place*".

The Memorandum was also signed on 4 May by additional organisations, namely Agoria, ATX, Belgian Automobile Club Touring, DEKRA, Electronics Solutions, European Transport Safety Council (ETSC), EUROSMART, GMV, ITS Belgium, National Company of Motorways and National Roads from Romania, OctoTelematics, Romanian-American University, Special Telecommunications Service (STS), UTI Systems. The system has received formal backing of 90 signatories, including GSM Association and ACEA.

Clean and energy efficient vehicles

Creation date: 4 May 2010

The European Commission adopted a communication entitled "A European strategy on clean and energy efficient vehicles" on 28 April 2010.

The strategy aims to help the European car industry strengthen its leading role globally by basing its production on clean and energy-efficient technologies.

It delivers on the consensus between Member States and European Commission Vice-President Antonio Tajani's commitment to move on from short-term recovery measures to a medium-term orientation that strengthens the competitiveness of the European automotive industry by linking it to clean technologies.

The strategy also contributes to the Europe 2020 objectives of smart and sustainable growth. It contains an Action Plan composed of concrete and ambitious measures to be implemented by the Commission.

Commissioner Tajani said: "*In 2010, the automotive industry enters into a defining phase for its future success. The new European strategy will provide a supportive framework based on a twin-track approach: improving the efficiency of conventional engines and making ultra low-carbon mobility a reality for European consumers. Including all types of vehicles in the strategy will ensure that this parallel approach will strike the right balance between securing the future competitiveness of our car manufacturing industry without compromising our long-term goals for the reduction of greenhouse gases and other pollutants. The strategy also aims at achieving common standards for electrical cars so that they can be charged everywhere in the EU.*"

Important national and regional actions are currently being taken by the Member States and by EU's global partners to promote the mass production and market uptake of green vehicles. In parallel, the momentum is building with the industrial



plans for the mass market dominance of the fuel-efficient conventional vehicles and an important roll-out of electric vehicles in 2011. With the new strategy, the Commission wants to provide an impetus on the European level and seize the full potential of green vehicles to contribute to the fight against climate change, to reduce Europe's oil dependency and revitalise Europe's industrial fabric.

The Commission will, *inter alia*:

- continue its legislative programme on vehicle emission reduction including its mid-term review;
- support research and innovation in green technologies;
- propose guidelines for demand-side incentive.

The strategy builds on European leadership in the fight against climate change and establishes bases for European leadership in clean transport.

While the communication does not make any technological choices, it recognises that until now the European framework has been mostly lacking on electric mobility. With electric vehicles (including hybrids) currently viewed as ready for the mass market and several Member States notably France, Spain, Germany, Portugal and Denmark promoting electromobility, a number of actions announced in the Communication focus on enabling this technology by:

- ensuring that alternative propulsion vehicles are at least as safe as conventional ones;
- promoting common standards that will allow all electric vehicles to be charged anywhere in the EU;
- encouraging the installation of publicly accessible charging points;
- promoting the development of smart electricity grids;
- updating the rules and promoting research on recycling of batteries.

For the full list of actions, please click [here](#).

The Commission looks forward to implementing the strategy by working with the Spanish and Belgian presidencies and by re-launching the CARS 21 high-level group.



eCall Implementation Platform

Creation date: 19 March 2010

The fourth meeting of the European eCall Implementation Platform took place on 25 February 2010 at the European Economic and Social Committee in Brussels, chaired by Hermann Meyer, CEO of ERTICO – ITS Europe and Anu Laurell, from the Ministry of Transport and Communications of Finland.



The European eCall implementation Platform was set up one year ago to give the last push to make eCall a reality in Europe. The Platform is a coordination body bringing together and supporting relevant stakeholders interested in and committed to implementing the public eCall service at European level.

The most important news concerned the mandatory implementation of eCall. As previously reported, the European Commission had stressed that only “significant” progress in rolling out eCall would forestall regulatory measures. Juhani Jääskeläinen, Head of Unit DG INFSO G4 - ICT for Transport, explained that in the Commission’s opinion, this had not been achieved. The Commission is therefore considering the adoption of three regulatory initiatives:

- A recommendation to the Member States targeting Mobile Network Operators for the implementation of the eCall flag, led by DG INFSO
- A proposal for a regulation under the vehicle type-approval legislation for the mandatory introduction of the In-Vehicle System, under the lead of DG ENTR
- The upgrading of the Public Safety Answering Point (PSAPs) infrastructure will be addressed in the framework of the proposed directive on the deployment of ITS in Europe, under the lead of DG MOVE.

The eCall impact assessment, considering the cost-benefit analysis and socio-economic costs of eCall, is currently being conducted, as required by the EC policy for all the legislative initiatives. It should be finalised by December 2010.

In addition, the participants were updated on the status of the ITS directive and ITS Action Plan.



Other issues included reports on the progress of the different task forces, a presentation by the Russian delegates regarding the state of play vis-à-vis the eCall initiative in Russia and the election of a new Vice-Chair. The one-year vice-chairmanship is always given to a Member State. Participants voted in favour of Jan Urbanek (Czech Republic), with no votes against. Acceptance is pending the approval of the Czech Ministry of Interior.

The minutes and conclusions of previous meeting are available [here](#)

EC funds 112 eCall Pan-European pre-deployment pilots

Creation date: 24 June 2010

The European Commission allocates €5 Million to finance a Pan-European eCall pre-deployment pilot in the context of the 4th Call of the ICT Policy Support Programme.

The large scale pilot should involve at least six Member States and should address the deployment of the necessary infrastructure to realise the pan-European in-vehicle emergency call service.

The focus is therefore on the upgrade of the PSAPs infrastructure to handle the 112 emergency calls in combination with the pan-European eCall and on the implementation and testing of European available eCall standards.

The expected outcome of the pilot is to boost Member States investment in the infrastructure in a harmonised way in order to deploy the European eCall service.

The pilot is expected to start beginning of 2011 and will last 3 years.

