Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods Bern, 14–18 March 2016 Item 6 of the provisional agenda Reports of informal working groups

4 January 2016

Report of the informal working group on telematics (Bordeaux, 6-8 October 2015)

Presentations made during the workshop – Activities EC – ITS Directive – eCall - C-ITS deployment in Europe



Activities EC – ITS Directive – eCall - C-ITS deployment in Europe

Workshop on the use of telematics for dangerous goods transport: 6th of October 2015, Bordeaux

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Overview



- ITS Directive (2010/40/EU): Priority action "e": safe and secure parking places for trucks and commercial vehicles.
- Digital Transport and Logistics Forum
- Outlook on eCall Extensions
- C-ITS deployment in Europe



ITS Directive (2010/40/EU): Priority action "e": safe and secure parking places for trucks and commercial vehicles.

Delegated regulation 885/2013

- ITS Directive (2010/40/EU):
 Priority action "e" concerns the provision of information services for safe and secure parking places for trucks and commercial vehicles.
- Adoption of specifications by the Commission (delegated Regulation (EU) N°.
 885/2013) on 15 May 2013.
- More information at <u>http://ec.europa.eu/transport/</u> themes/its/road/action_plan/

8.9.2013 EN

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(Non-legislative acts)

REGULATIONS

COMMISSION DELEGATED REGULATION (EU) No 885/2013

of 15 May 2013

supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles

(Text with EEA relevance

THE EUROPEAN COMMISSION.

Having regard to the Treaty on the Functioning of the European Union.

Having regard to Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (³), and in particular Article 3(e) and Article 6(1) thereof,

After consulting the European Data Protection Supervisor,

Wherea

- Article 3(e) of Directive 2010/40/EU sets as a priority action the provision of information services for safe and secure parking places for trucks and commercial vehicles.
- (2) Article 6(1) of Directive 2010/40/EU requires the Commission to adopt specifications necessary to ensure comparability, interoperability and continuity for the deployment and operational use of linelligent Transport Systems (TIS) for information revierce for safe and secure parking places. This Regulation seeks to optimite the use of parking places and to facilise driver or transport companies' decitions about when and where to park by means of deployment of information services.
- (3) The Council resolution (?) on combating and preventing road freight crime and providing secure truck parks highlights the need to improve safety and security for truck drivers and parking possibilities.

(°) SN 27.10.2010 15504/1

- (4) Mandaeory rezt periods and breaks may have an influence on drivers' behaviour with regard to choosing a parking place. The present Regulation seeks to optimize the use of parking places and to facilitate drivers' or transport companies' decisions on when and where to park by means of deployment of information zervices.
- (5) In order so ensure the interoperability and continuity of the service throughout the Union as well as to take fall account of data protection requirements, it is important that all Member Scase develop a harmonized and seamless approach towards the provision of information services for take and secure parking places for trucks and commercial vehicles across the Union. To this effect, Member Scases can rely on exchaincal solutions and standards, which shall be provided mainly through European and/or international seather discount programments and continuity of the service EU-wide while also taking full account of data protection requirements.
- (6) The provision of security and comfort information contributes to the decision drivers make in choosing the parking area. Guidance may be given by displaying the security, safety and services features offered on a parking.
- (7) In case of specific persistent heavy demand for safe and secure parking in certain areas, truck drivers should be redirected from a full parking area to another location in the priority zone where free zafe and secure places are available in order to avoid unsuitable parking. Therefore, Member States should determine the 'oriority zones'.
- (8) If static signs are used to indicate safe and secure parking areas, these should comply with the Vienna Convention of 8 November 1968, where Member States are party to it.

Commission

European AP for truck parking data



 In accordance with Article 5 of the ITS Directive 2010/40/EU and Article 5 of delegated Regulation 885/2013

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[...] public or private parking operators and service providers shall share and exchange data [...] [...] The static data shall be accessible through a national or international access point [...]
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 EC decided to develop a European Access Point for Truck Parking Data

Data Collection / Delivery



1.) Web based Tool

- tool used to store and update data in database of EC
- enables Member States to directly enter data according to delegated Regulation 885/2013

2.) DATEX II

- EC provides a DATEX II profile that corresponds to minimum requirements of delegated regulation which shall act as guidance
- EC will support a DATEX II import interface to transmit / update data to the European Access Point

Launch expected this year - data will be made available on

European Open Data Portal, TENTEC Portal



Digital Transport and Logistics Forum

Digital Transport and Logistics Forum

- Active involvement of all stakeholders key to implementation
- Objective:
 - further support freight transport/logistics digitalisation
 - aims to bring all relevant stakeholders together
- Setting: 3 years, kick off has been on 1st and 2nd of July 2015 in Brussels
- Structure: plenary + technical WG, e.g.:
 - 1 Definition and acceptance of electronic transport documents;
 - 2 Languages/standards for seamless data exchange;
 - 3 Safe and interconnected systems for data exchange (including the development of pilot projects);
 - 4 Adaptation of workers and users to digital technologies.



eCall

eCall



eCall in-vehicle system - REGULATION (EU) 2015/758

- Mandatory for personal cars and light duty vehicles as of 31 March 2018.
- The Commission shall investigate whether the scope of this Regulation should be extended to other categories of vehicles, such as **heavy goods vehicles**, buses and coaches, powered two-wheelers, and agricultural tractors. If appropriate, the Commission shall present a legislative proposal to that effect.

i-HeERO deployment project with additional activity on HGV

- Analysis, prototype development, cost-benefit analysis, recommendations
- Specific study on PSAP side how to handle dangerous goods information

eCall Standardisation



eCall MSD extension of the standard

 extension of EN 15722 (eCall MSD) -> EN 16405 = Additional data concept specification for heavy goods vehicles

Two options described:

- Schema A: information is stored in the MSD
- Schema B: information about the load has to be fetched from other sources

New standardisation item to be launched soon

 Extension to additional classes of users (HGV, P2W, busses and coaches and agric. Tractors)



Cooperative ITS (C-ITS)

Why C-ITS?



- Cooperative Systems understood as "connected mobility":
 - More than V2V and V2I
 - Connecting all the elements of the transport chain (including public transport and vulnerable road users: pedestrians, cyclists, motorcyclists)
- Contribution to a plurality of policy objectives:
 - improving road safety
 - enhancing mobility & reducing congestion
 - optimising performance & capacity of transport infrastructure
 - improving efficiency of logistic operations
 - and hence: reducing energy use & environmental impacts

A sense of urgency ...



- C-ITS: clear movement from R&D to deployment
- Need for coordination to ensure interoperability and coherent deployment
- International dimension
- Competitiveness, growth and jobs





→ Need for a shared vision on deployment in the EU!

The instrument - Public-Private Engagement:

The Platform for the Deployment

of C-ITS in the European Union

The C-ITS Platform

- Open Call for applicants in 2014, currently over 100 members
- The C-ITS Platform is a "Commission Expert Group", and as such the official procedures have been followed for its establishment.
- DG MOVE chairs and manages the platform, however several Commission services and other EU institutions are actively engaged:
 - DG MOVE

DG JUST

DG CNECT

JRC

DG GROW

EDPS

DG RTD

etc.

The C-ITS Platform

- Objective: "Developing a shared vision and a roadmap for the Deployment of Cooperative Systems in the EU"
- Outcome: Building blocks for a "Communication by the European Commission on the Deployment of C-ITS" in 2016.
 - Focus on "Day-1" applications
 - Following up on initial deployments
 - → Master Plan for the deployment of C-ITS in Europe



Current topics... (1)

 Cost-Benefit Analysis: Supporting study launched – "what services and where, which fleet and how?", consolidated List of Day 1 Services available

Open legal issues:

- Vienna Convention not an issue for Day 1
- Liability: function of degree of automation preliminary conclusion that not an issue for Day 1

Data protection and privacy:

- C-ITS messages: "Personal data"
- How to process data? "Consent"

Frequencies:

- How to ensure co-existence between C-ITS-G5 (5.9 GHz) and DSRC (5.8 GHz) – amendments of ETSI standards
- Co-existence (proposed) with RLAN in 5GHz band monitoring of situation

Current topics... (2)

Access to in-vehicle data

- Agreement on guiding principles on access to invehicle data
- Analysis of different models on how access to data could be granted

Security & Certification:

- 1 common trust domain needed for all of Europe
- How to design the necessary compliance assessment processes

Public Acceptance:

Common approaches to issues shared by different user groups



Thank you for your attention!

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