

**Reporting by the Member States referred to in Article 17
of Directive 2010/40/EU – The ITS Directive**

**Information on national ITS -actions,
2012-08-27**

Innehåll

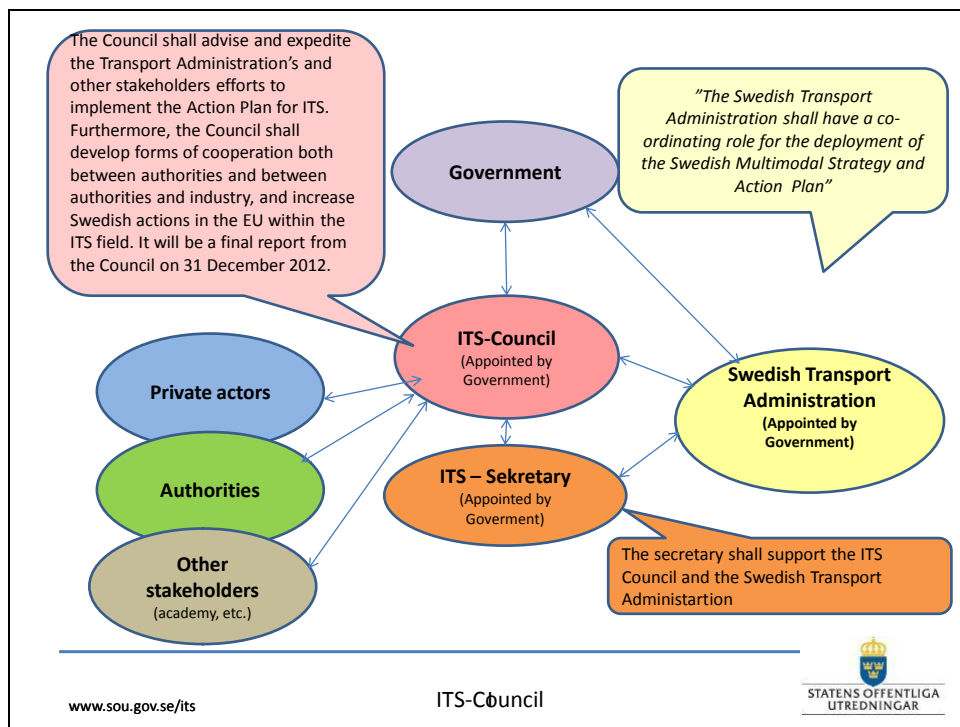
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a) Description of the national strategy on the development and deployment of ITS

The priority actions in the ITS Directive have been integrated into the Swedish Multimodal ITS Strategy and Action Plan, 2010-2015.

The Swedish Transport Administration has a coordinating responsibility for implementing and monitoring the work of this Action Plan and has established an ITS Office to support this work. To support the work the Government also has appointed an ITS Council. The Council comprises 21 members from government, industry and academia.

The Council advises and expedites the Transport Administration's and other stakeholders efforts to implement the Action Plan for ITS. Furthermore, the Council develops forms of cooperation both between authorities and between authorities and industry, and increase Swedish actions in the EU within the ITS field. It will be a final report from the Council on 31 December 2012.



Overall targets and strategies

The ITS strategy and action plan have the overall targets and strategies listed below, which should be the guiding lights for the proposed measures:

Targets:

Increased use and quicker introduction of ITS should

- contribute to the development of a sustainable, secure and safe transport system
- be useful for individuals, companies and society
- facilitate multimodal journeys and transport from door to door
- strengthen the competitiveness of Swedish industry and contribute to new job opportunities

Strategies:

- Set off from the needs of users and have respect for personal integrity

- Stimulate solutions that are appropriate from climatic and environmental aspects, and focus on robust services and products
- Cooperation between public and private players, with clear roles and responsibilities
- Put to use existing infrastructures and solutions, nationally and internationally
- Use pilot projects, field trials and innovative procurements as steps in the implementation
- Take the initiative within the EU and in standardization work

The measures included in the action plan are those that are most beneficial, have a strong link to the Swedish transport policy goals, comprise fundamental conditions for increased use of ITS in the transport system, can be implemented up to 2015, and strengthen Swedish enterprise.

Many of the measures are of multimodal transport nature, but there are also measures that concern only one transport mode. The prioritized measures from the "EU ITS Action Plan" included in the ITS directive also recur in the Swedish action plan.

b) Description of the technical and legal framework applicable to ITS

The Swedish legal framework -Adoption of the Directive 2010/40/EU

There is ongoing work to develop a memorandum that will contain a proposal of a legal framework for the ITS directive 2010/40/EU. The memorandum is expected to be completed in September 2012.

Thereafter, the memorandum needs to be referred externally for comments. The government should be able to decide on a proposal referred to the Council on Legislation for consideration during the autumn of 2012.

New law for Public transport

The new Traffic Act which came into force on 1st of January 2012, requires that operators have to report information, about traffic services, such as time tables, etc. to SAMTRAFIKEN, a stakeholder responsible for coordination of information for all public transport in Sweden.

Open data platform

Swedish Agency for Innovation Systems (Vinnova, has been appointed by the Swedish Government in 2012 to develop a technology platform for the dissemination of data that is made available for re-use as well as in 2013 and 2014 to further develop the platform. The mission must be carried out in co-operation with relevant actors in the field.

Together with the data that organizations publish information managers, this can be a real success for Sweden. "Oppendata.se", is a concrete example of the new open collaboration between different stakeholders. Vinnova, (The Swedish Innovation Agency) now has the task of developing the open data platform. The platform will have three functions:

- A common service directory for published open data sources
- An open directory of the services and applications that have been developed using resources from the above catalog of services
- A common development environment for developers

A first pilot version of the technical platform will be published in late 2012.

c) Description of the ITS deployment activities

The Swedish ministries, authorities as well as industry and academies are involved in different international development and cooperation projects. The Swedish Transport Administration is

working actively with ITS development and deployment in CEDR, ERTICO, TISA Forum, Nordic Road Association and others.

Sweden has actively participated in EasyWay and in the past euro regional activities and will continue to do so, in case of potential continuation of the Easy Way project. The co-operation on an agreed set of services, deployment guidelines for implementation and a common road map is valuable also from a national perspective. The possibility of cooperating with other member states on a European level as well as with our neighboring countries on a regional level is important.

The Easy way project and earlier the euro regional project, Viking has been a platform and a “catalyzer” along governmental funding for Swedish ITS activities and ITS deployment.

The Swedish situation regarding the EasyWay Road Map services; 1) Traveller information services, 2) Traffic Information services and 3) Freight and logistics services are briefly described.

Traveller Information Services

Traffic Condition Information

The ambition is to reach the optimum level of service. The use of an appropriate reference system can facilitate. The financing of a full TEN-T road network with optimal network coverage will take time to accomplish. Language independence can probably be reached for information provided by the STA (Swedish Transport Administration).

Speed Limit Information Services

Sweden is well ahead regarding the provision of speed limit information.

Travel Time Information Services

Travel times in areas with limited traffic are of less relevance. The business model between public and private is still an open issue. Private service providers are expected to increase their part.

Weather Information Services

Sweden is well ahead within this area. There are no problems to reach the optimum level of service. Information from the STA can probably be supplied in English as well.

Multi-modal journey planners

It is expected that service providers will deliver these services in line with the expectations in the EasyWay Road Map. The STA support such a process but do not intend to develop services.

Traffic management Services

Dynamic Lane Management

Some applications are already on an optimal service level. Other applications such as dynamic overtaking ban are so far not implemented. Services are mainly deployed in larger urban areas with considerable traffic volumes and in tunnels. This is expected to be the case also within the next five years.

Variable Speed Limits

The service is mainly provided in urban areas on most of the critical road segments. Deployments on entire corridors are not foreseen at this stage. More specific applications targeting traffic safety is deploy in crossings and traffic safety for pedestrians.

Ramp Metering

Ramp metering is only deployed on a few sites in the Stockholm area. A significant deployment of the service is not foreseen from present needs.

Incident Management

Incident management in general is a priority area since it is important to uphold reliability in the transport system. However, this is not only related to specific sensitive sections and the need for ITS based

incident detection will be limited. Other actions to minimize incidents and traffic disturbances will be necessary. From a more specific ITS point of view Sweden is trailing compared with central Europe given lower traffic volumes but also extensive road network.

Traffic Management Plans for corridors and networks

Traffic management in the vicinity of bigger cities including cooperation with the municipalities is well developed. Rerouting has mainly been an issue within urban areas or for road sections. Longer rerouting alternatives have not been a substantial issue. Available technical support will help to facilitate cooperation between national regions. The indicated year for optimal level is believed to be within reach.

Freight & Logistics services

Intelligent Truck Parking

Intelligent truck parking was quite extensively commented in the reporting last year. Access to truck parking is not a problem in general but it is an emerging problem in the vicinity of conurbation and modal shifts. From a Swedish perspective it therefore makes sense to make the best use of European initiatives on ITP (Intelligent Truck Parking).”

“The Swedish Transport Administration will not provide truck parking services on a commercial basis. Neither will the Swedish Transport Administration apart from a basic outlet provide services that could be provided by private service providers (for example secure parking). The Swedish Transport Administration’s main concerns on truck parking including information and reservation services are;

- Traffic safety and services to the road users.
- Route guidance and messages to the road user. This could be delivered through both VMS and traditional road signs. Suitable truck parking could be at some distance from the road especially in conurbations.
- Handling of road traffic related information.

- Traffic management and especially the possibility to buffer trucks near conurbations and modal shifts.
- Planning and environmental issues”

Reservation is an issue for private service providers.

Access to abnormal goods transport regulation

The service is operational on the Swedish road network

A possible evolution of emerging services

The services below also mentioned in the Road Map could be useful when addressing substantial problems.

- Driver notification through cooperative systems
- Automatic Access Control

Harmonization on a European level is a prerequisite for an introduction of those services.

d) Description of the national priority areas for action and related measures

The prioritized measures from "EU ITS Action Plan", included in the ITS directive, also recur in the Swedish ITS action plan as follows in the table below.

Priority Area	Annex 1	Actions in the Swedish Multimodal Strategy and Action Plan 2010-2015
I: Optimal use of road, traffic and travel data		
	1. Multimodal Travel information services	6.2 Pilot project; Attractive travel services
	2. Real-time travel information services	2.2 Real time data
	3. Availability of road, traffic and transport services data used for digital maps	2.1 Road and traffic data
	4. Road safety related traffic information provided free of charge	2.2 Real time data
	Other	2.3 Establish a market place for data and information for ITS - services
II: Continuity of traffic and freight management ITS services		
	1.1 ITS Framework architecture	Initiative from ITS Sweden/Sweco
	1.2 Management of passenger transport across different modes	6.2 Pilot project; Attractive travel services
	1.3 Management of freight along transport corridors	4.1 Swedish forum for ITS freight and logistics
	1.4 Realization of ITS	4.2 Pilot project; One

	applications for freight and logistics	single electronic document 6.2 Pilot project; City logistics
	1.5 Urban ITS architecture	6.1 National urban mobility forum
III: ITS Road safety and security applications		
	1. Automatic emergency call	3.1 Deployment of systems and services
	2. Information services for safe and secure parking places for trucks and commercial vehicles	4.3 Terminals and safe parking sites
	3. Reservation services for safe and secure parking places for trucks and commercial vehicles	4.3 Terminals and safe parking sites
	4.1 Safety of road users with respect to their on-board HMI	Esop
	4.1 Nomadic devices to support driving task and/or the transport operation	3.2 Pilot project; Full scale trial on selected ITS services and pilot project; "Pay as you drive" 3.3 Co-operative systems 3.4 Communication
	4.1 Security of in-vehicle communications	3.3 Co-operative systems 3.4 Communication
	4.2 Safety and comfort of vulnerable road users	3.1 Deployment of systems and services 3.2 <i>Pilot projects and field trials</i> (IVSS-project)
	4.3 Advanced driver assistance systems integrated into vehicles and road infrastructure	3.1 Deployment of systems and services
IV: Linking the vehicle with the transport infrastructure		

	1.1 Integration of different ITS in an open in-vehicle platform	3.2 Pilot project; Full scale trial on selected ITS services and pilot project; "Pay as you drive"
	1.2 Cooperative systems (vehicle-vehicle, vehicle-infrastructure, infrastructure-infrastructure)	3.3 Co-operative systems

e) Details on the implementation of current and planned actions

The proposals for action have been collected under six focus areas, and there are targets and strategies for each of these. The first two areas comprise measures that provide the basis for ITS and for developing the services in areas 4 – 6. Area 3 comprises both conditions-creating measures, and also some proposals for services. The total comprises 40-odd measures that are briefly described. In addition, the organizations responsible and the implementation time are identified.

The focus areas are:

- Planning of and innovations in the transports system
- Data and information
- Vehicles/vessels, communication and physical infrastructure
- Freight transport
- Passenger transport
- Urban mobility

Planning of and innovations in the transports system

Action plan – Measures	Who is responsible	Time
<i>1.1 Increased use of ITS in the transport system</i>		
- available effect relations	Swedish Transport Administration and municipalities	Ongoing
- carry out evaluations and draw up effect relationships	Infrastructure owner	Ongoing

- Competence Development	Swedish Transport Administration	Ongoing
<i>1.2 Long- term knowledge accumulation</i>		
- Internationally competitive research and innovation	Vinnova, Swedish Transport Administration and others	2011-
- Evaluation of ITS research academy	Vinnova and others	2011-2012

Data and information

Action plan –Measures	Who is responsible	Time
<i>2.1 Road and traffic data</i>		
Available data on transport network	Swedish Transport Administration and others	2010-
Available traffic regulations, etc.	Swedish transport Agency	2010-
<i>2.2 Real time data</i>		
Available traffic data in real time	Swedish Transport Administration	2011-
Available traffic safety data	Swedish Transport Administration	2011-
<i>2.3 Establish market place for data and information for ITS services</i>		
Pilot project: Market Place	Swedish Transport Administration together with other actors involved	2011 pre- study 2012 project

Vehicles/vessels, communication and physical infrastructure

Action plan – Measures	Who is responsible	Time
<i>3.1 Deployment of systems and services</i>		
Alcohol interlock in all modes of transport	Swedish Transport Agency	2011-
Continued introduction of ISA	Public actors and others	Ongoing
eCall	Government offices	2011-2013
ERTMS	Swedish Transport administration	2008-2015
eNAvigation	Swedish Maritime Administration and others	2010-
<i>3.2 Pilot projects and field trials</i>		
Full-scale trials on selected ITS-services	Swedish test arenas, and others	2010-
Pilot project on "Pay as you drive"	Insurance Companies and others	2010-2012
<i>3.3 Co-operative systems</i>		
Open in-vehicle platform architecture,	Automotive industry,	2011-

including standard interfaces for the provision of ITS-services	Swedish Transport Administration	
Introduction plan for multimodal transport co-operative services based on usefulness and safety	Swedish Transport Administration, automotive industry and ICT industry	2011-2012
Definition of uniform standards for road markings and signs etc.	Swedish Transport Administration and others	2010-2012
Development of and trials on the road as sensor	Road maintenance authority	2011-
<i>3.4 Communications</i>		
Specification for communication between infrastructure and vehicles for co-operative systems	Swedish Transport Administration, automotive industry and ICT industry	2010-2014
Development and testing road safety services based on both short -range and mobile communication	Test arenas, etc.	2012
<i>3.5 Road charges</i>		
A national charging system	Swedish Transport Agency, Swedish Transport administration together with actors involved	2010-2013
Implementation of the EETS Directive	Swedish Transport Agency and Swedish Transport Administration	2010-2014
Monitoring concept for road charging system	Swedish Transport Agency	2011-2013

Freight transport

Action plan – Measures	Who is responsible	Time
<i>4.1 Swedish forum for ITS freight</i>		
A Swedish forum for ITS freight and logistics	Ministry for Industry/Logistic forum	2010
<i>4.2 Pilot project</i>		
Pilot project for one single electronic document (eFreight)	Transport Group together with players	2011-2013
ITS in green corridors	Ministry for Industry/Logistic forum	2011-2015
<i>4.3 Terminals and safe parking sites</i>		
Common description of terminals	Swedish transport Administration and others	2011-2012
Secure parking places	Swedish transport Administration and others	2010-2011

Passenger transport

Action plan –Measures	Who is responsible	Time
<i>5.1 Travel information</i>		
Available multimodal travel data	Swedish Transport Administration and others	2011-
Negotiator for providing collective information at terminals	Swedish Transport Administration and others	2011-2012
<i>5.2 Joint system for booking, tickets and payment</i>		
State negotiator – a platform for booking and buying tickets for collective journeys (public transport?)	Ministry for Industry	2010-2011
State negotiator for a joint payment system	Ministry for Industry	2010-2011
<i>5.3 Security project</i>		
Create a collective plan/pilot study for security measures for journeys of the individual	Municipalities and others	2011

Urban mobility

Action plan –Measures	Who is responsible	Time
<i>6.1 Planing and co-operation</i>		
A national urban mobility forum	Swedish Transport Administration with actors involved	2010
ITS plans for multimodal transport	Swedish Transport Administration and others	2011-2012
<i>6.2 Pilot projects</i>		
Attraktive travel services	Swedish Transport Administration and others	2011-2015
City logistics	Municipalities and Swedish Transport Administration with actors involved	2011-2015
<i>6.3 Traffic management</i>		
Traffic signals for multimodal transport and climate-appropriate guidance of traffic	Swedish Transport Administration and others	2011-2013
Information in case of major disturbances	Swedish Transport Administration and others	2011-2013

Evaluation of progress due to the Swedish Multimodal Strategy and Action plan, 2010-2015

In the table below the progress of the activities in the action plan is described in terms of what is done, what is to be done and some of the challenges in the work ahead.

Activity	What is done	What is left	Challenges
1.2.2 Evaluation of ITS research academy	Accomplished	There is a decision for financing and continuing the activities	Collaboration between different clusters
2.1.1 Make available road and traffic data on transport network. (Included in the EU ITS – directive)	Report on augmented data availability delivered. City of Stockholm Open data project on going. Trafiklab - a lab environment for public transport is ongoing.	Railways data. Cyclists and pedestrian data. Public transport stops and terminals data. Easy data accessibility – the part of the broker	Application of Inspire directive and PSI directive. Data from local and national administrations completed with data from the private sector (industry).
2.1.2 Make available traffic regulations and instructions	Quality assurance regarding speed and traffic rules.	Include the traffic regulations within the National Road Data Bank	-

Activity	What is done	What is left	Challenges
2.2.1 Make available traffic data in real time for multimodal transportation	Same as 2.1.1. Strategies for road and railway. Availability from more actors.	All transportation modes. Easy accessibility	Business models. Relationship between transportation modes.
2.2.2 Make available road traffic safety data. (Included in the EU ITS – directive)	Road sector “done” through RDS/TMC.	Business models. More channels.	Business models.

Activity	What is done	What is left	Challenges
2.3.1 Pilot project: establish a market place for data and information	Report from pre-study. Minor tests executed. Sharp case pilot project planned.	Evaluation. Adapt the national Swedish "gateway" named "öppnadata.se"	Business models.
3.1.1 Alcohol interlock in all transport modes	Administrations. Drink-and-drive Different transportation modes.	Widely accepted by the society. EuroNCAP	Large-scale implementation. All transportation modes. Co-ordination.
3.1.2 Continued implementation of ISA (Intelligent Speed Adaptation)	Implementation of certain parts Included within many other services (fare meter, hub),	Quality of data. More administrations. Further implementation.	Business model. Packaging.
3.1.3 Prepare for implementation of eCall system. (Included in the EU ITS directive)	Included in the EU ITS directive. Sweden is ready. Sweden participates to the EU project.	Schedule decided. Laws and regulations. Decision within EU.	Decide on the category of vehicles to be included and when.
3.1.4 Implementation of the European Railway Traffic Management System (ERTMS)	Implementation ongoing. Some railway line already equipped	Deployment according to decided plans in different steps and levels.	Follow the time schedule.

Activity	What is done	What is left	Challenges
3.1.5 Implementation of eNavigation system for the maritime sector	EU Project Mona-Lisa 1.0 (EU)	Project Mona-Lisa 2.0, weather, navigation optimization, bill of loading, cooperation with the civil aviation (EU project SESAR)	Implementation in the real environment
3.2.1 Focus on full-scale trials on selected ITS services	EU project Easyway. Fragmented. Test sites of Sweden	Comprehensive packaging. Actors step forward.	Roles and responsibility among the parties. Business models.
3.2.2 Implementation of the pilot project "Pay-as-you-drive". Appointment of a negotiator.	Many projects, of which one is ongoing. Satisfactory experiences.	Comprehensive packaging. Roles. Business models.	Roles and responsibility among the parties. Business models.
3.3.1 Open in-vehicle platform architecture, including standard interfaces for the provision of ITS services.	International standardization work. Preliminary study. Commercial pilot project.	Roles and responsibility among the parties. Business models.	Business models.
3.3.2 Introduction plan for multimodal transport cooperative services based on usefulness and safety.	Within EU project Easyway and CEDR studies. VINNOVA study in Sweden.	Work together with issues like roles and responsibility. Business models.	Roles and responsibility among the parties. Business models.

Activity	What is done	What is left	Challenges
3.3.3 Definition of uniform standard for road markings, road signs, etc.	Sweden participates to the European works. Tests evaluation. Dialog with all the involved parties.	Continue the dialog. More support systems. Revise regulations and instructions.	Technical development faster than legal framework adaptation.
3.3.4 Development and trials on the road as sensor.	Tests evaluation. Dialog with all the involved parties.	Secure the functionality road signs-on vehicle systems	Dialog between vehicle makers and road infrastructure holder.
3.4.1 Specifications for communication between infrastructure and vehicles for cooperative systems. - Infrastructure to infrastructure (I2I) - Vehicle to infrastructure (V2I) - Vehicle to vehicle (V2V)	Standard I2I established. Standardization work ongoing within ISO, ETSI, CEN with Sweden.	Continue standardization work. Roles and responsibility. Pilot projects with actors. Packaging of services and verification.	Technical development faster than standardization.
3.4.2 Development and testing of road safety services based on both short-range and mobile communication on specific road sections.	Dialog on packaging of services together with platforms and communication solutions.	Roles and responsibility. Pilot projects with actors. Packaging of services and verification.	Roles and responsibility among the parties. Business models.
3.5.1 Establish a national road charging system.	National road charging system implemented for Stockholm, Gothenburg.	Government report ready during September 2012 on regulations and instructions.	Widely inform foreign vehicle drivers on payment procedures for road fees.

Activity	What is done	What is left	Challenges
3.5.2 Implementation of EU EETS directive on electronic fare collection.	Report for implementation of EU EETS-directive. Government report suggests harmonization to the Commission decision. "electronic toll fare collection".	The Swedish Transport Administration participates to and finances the activities, which will continue as cooperation with the Swedish Transport Authority.	Establish agreements with the payment brokers on access to Swedish road toll areas.
3.5.3 Monitoring concept for road charging system.	Suggestion tolls to be paid via transponders/ via payment services on internet. Exchange information with the other Scandinavian neighboring countries. Acquire information through EPC services.	Establish payment services on internet. Technique for road toll systems. Continue cooperation with Norway and Denmark for exchange of information. Establish routines with EPC.	Enforce the law and execute sanctions against foreign vehicles with unpaid fees.
4.1.1 Establish a Swedish forum for ITS freight and logistics within Europe.	Cooperation with the Swedish Logistikforum. Report on "Road map for ITS freight" delivered.	Implementation together with the freight and logistics actors.	
4.2.1 Pilot project for one single electronic document (eFreight).	Collaboration with other projects: Dryport, Monalisa Project.	Business models. Actors. Operators. Logistic systems.	Cooperation and business models.

Activity	What is done	What is left	Challenges
4.2.2 Integrate demonstrations for freight (digital freight data, customs declarations, eFreight, etc.) with other demonstration projects.	Follow the decided road map (foot printing, access program, eFreight). Cooperation with CLOSER Arena.	Planning, implementation and demonstrations. Business models.	Input from maritime sector.
4.3.1 Standardization of common description of terminals with other actors within Europe. (Included in the EU ITS directive)	Implemented through the project Easyway, ITS directive and R&D.	Plan for introduction of Easyway's proposals in Sweden.	Define actors and their respective roles.
4.3.2 Secure parking places for heavy trucks. (Included in the EU ITS directive)	Through project Easyway: ongoing harmonization, road map.	Continue the work within EU and in Sweden.	Define actors and their respective roles.
5.1.1 Availability of multimodal travel data according to ITS directive.	Report on data availability delivered. Established cooperation between actors (E.G. Kista and Trafiklab)	Railway data. Cyclists and pedestrian data. Data on traffic disturbances for all transportation modes.	Increase participation. Increase number of actors.
5.1.2 Negotiator for providing collective information at terminals.	Survey on terminal's needs. Commitments unclear.	Appoint a negotiator. Roles and responsibilities. Business models.	Appoint a negotiator.

Activity	What is done	What is left	Challenges
5.2.1 State negotiator – a platform for booking and buying tickets for public transport on a long term basis and for the satisfaction of the travelers.	There is a main actor. Many administrations and organizations are cooperating. The tool “travel robot” has been developed.	Continue the activities with the support from governmental organizations. Follow up and speed up the timetable.	Active participation of the different actors and End-users perspective
5.2.2 State negotiator for a joint payment system among operators on the public transport market.	There is a main actor. Many administrations and organizations are cooperating. The tool “travel robot” has been developed.	To be included in the tool “travel robot”. End user perspective.	Data availability from all the involved parties. Solve the remaining institutional issues.
5.3.1 Create an overall plan/pilot study for security measures for individual journeys.	A report has been published by the Swedish public transport Community (Svensk kollektivtrafik/ stiftelsen Tryggare Sverige).	Make operational the ”secure journey” concept. Understand the respective roles and responsibilities. Involve more parties. Appoint a main responsible actor.	Appoint a main responsible actor. Business models.
6.1.1 Establish a national urban mobility forum.	A ”Main Cities Forum” has been established. Follows what is happening in Europe.	Unclear about then coordinator (main actor).	Find the win-win perspective for travellers.

Activity	What is done	What is left	Challenges
6.1.2 ITS plans for multimodal transportation	Responsibility shared through "Main Cities Forum": Traffic management. - Stockholm. Traveller's information - Gothenburg and City logistic - Malmö	Common arena for traffic management issues. Participate to the Swedish Logistic Forum. Planning for further activities.	Find the win-win perspective for travellers.
6.2.1 Pilot project: Attractive travel services.	Part of the West Swedish infrastructure package. Part of new services in the Innovation contest in Stockholm (Kista). Part of new services within Trafiklab.	Demonstration of new services.	Traveller's needs. Balance between community responsibilities and individual responsibilities.
6.2.2 Pilot project : Environmental friendly city logistic and freight handling.	Cooperation with the "Freight & Logistic Forum" and "Main Cities Forum". MoU between local, governmental and private organizations.	Long term solutions. Understand the market's mechanisms. Good examples.	Create long term solutions for a great challenge.

Activity	What is done	What is left	Challenges
6.3.1 Traffic signals for multimodal transport and climate-appropriate traffic management.	Preliminary studies: Common arena for traffic management issues. Adaptive traffic signals. Proposal for "Cycling and ITS"	Active cooperation. Universities and Academies establish training and education.	Lack of competence and skill. University education. Coordinator.
6.3.2 Public information in the event of major disturbances.	Different actors have implemented routines and services for the public.	Aggregate information based on the traveller's needs for all the transportation modes.	Active suggestions and proposals on "what to do".