

**ITS actions 2012 – 2017 :
synthesis of the French report
under article 17-2 of the ITS Directive (2010/40).**

Intelligent Transport Systems (ITS) are advanced applications and services that combine transport engineering, communication, information technologies and geolocalisation systems. They support many transport applications.

European Parliament and Council adopted on 7 July 2010, the directive 2010/40/EU on Intelligent Transportation Systems, which provides a framework to support deployment and use of ITS coordinated at European level, with the following priority areas :

- Optimal use of data relating to road, traffic and travel;
- Continuity of ITS services for traffic management and freight;
- Security and road safety;
- Link between the vehicle and transport infrastructure.

In France, implementation of the Directive has lead stakeholders to cooperate in order to identify possible candidate actions for the period 2012-2017, on which Member-states have to report under article 17-2 of the Directive. The Ministry of Ecology, Sustainable Development and Energy and its Scientific and Technical Network led this stakeholder consultation, mainly based on three fora :

- Road and transport authorities task force on ITS (Comité des maîtres d’ouvrage – groupe ITS)
- Traffic information service providers task force (groupe des opérateurs d’information routière)
- ATEC-ITS France.

This consultation took place from 2010 to 2012, and led to identify actions whose relevance is shared by all stakeholders, even though some of these actions have to be further assessed. The following paragraphs present these candidate actions under four main areas :

1. Mobility policies
2. Traveller and driver information
3. Freight and urban logistics
4. Innovation and new technologies

1st Axis : Support tools for implementation of mobility policies.

- Improve traffic flows and facilitate multimodal use of highways, and more precisely :
 - improve traffic flow, e.g. through traffic management plans and incident automatic detection.
 - improve circulation conditions for specific user categories (trucks, coaches,...)
 - optimise road use in urban areas depending on demand variation (priority for public transport...).
 - develop control systems for trucks
 - improve safety and operation for personnel and emergency services.
- Support public transport operation
 - improve real-time monitoring of events affecting service reliability and quality
- Develop interoperability of applications of contactless ticketing.
 - a national interoperable ticketing system is already beeing developped.
- Improve ITS assessment and disseminate state of the art, namely on :
 - diagnosis of network operation
 - impact of ITS on modal / routing / driving / safety behaviors

- value of time and reliability
- systems and equipment costs, including maintenance

2nd Axis : Traveller and driver information

Travellers' information is at the heart of the ITS Directive. Interoperability still has to be improved for the development of these services. Candidate objectives and actions for this axis are :

- Ensure sound travel and driving behaviors through appropriate quality levels for travel and traffic information. Quality policies, quality framework and, if necessary, quality levels still have to be defined. Candidate policies may include certification, transparency indicators ("sunshine regulation"), or recommendations for quality levels according to network / traffic environments.
- Develop traffic information, under three "flagship services"
 - Institutional services, directly delivered by public sector and/or network operators
 - Real-time information services road safety related, free of charge trowsers; and information about safe and secure parking for trucks
 - Other services provided by operators and private sectors.

These "flagship services" will lead to :

- network prioritisation as regard to level of services and quality, taking into account operating environnements.
- quality reference values, if necessary
- a national strategy for road information on the National road network
- recommended architectures, if necessary to develop these services.
- Generalise multimodal information and improve its quality
- Provide a framework for transportation data re-use, namely through :
 - a possible data warehouse, which relevance will be further assessed
 - principles for data access pricing

3rd Axis : Support freight operators, particularly SMEs, to secure data exchanges and improve urban logistics

Information systems related to road freight transport are involved in complex chains which imply all modes. Objectives are to :

- promote the use of software and interfaces based on standardization
- raises awareness among stakeholders on new solutions, their benefits and their risks
- facilitate standardization projects
- promote cooperation methods
- improve reliability and security of data exchange solutions
- develop relationships between NORMAFRET project at the national level and e-Freight at the EU level

4th axis : Innovation and new technologies

Objectives and actions are the following :

- Experiment cooperative systems in order to better assess :
 - costs, benefits

- business models
- Develop the contribution of ITS to the reduction of energy consumption, CO2 emissions and other environmental impacts of transport
- Assess the impact on road safety of drivers' distraction and promote research, standards and specifications to avoid dangerous effects of the multiplication of on board devices in cars