

English Version

**Intelligent transport systems - Standards and actions
necessary to enable urban infrastructure coordination to
support Urban-ITS**

Systèmes de transport intelligents - Normes et actions nécessaires pour permettre la coordination des infrastructures urbaines en faveur des STI urbains

Intelligente Verkehrssysteme - Notwendige Normen und Aktivitäten um die Koordination der urbanen Infrastruktur zur Unterstützung urbaner ITS zu ermöglichen

This Technical Report was approved by CEN on 18 September 2017. It has been drawn up by the Technical Committee CEN/TC 278.

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Contents

Page

European foreword	10
Introduction.....	11
1 Scope	13
2 Terms and definitions.....	15
3 Symbols and abbreviations.....	28
4 Summary of Remit to PT1701	33
5 Summary of situational factors affecting the study.....	34
5.1 The Commission Implementing decision on ITS in urban areas.....	34
5.2 Autonomous vehicles	34
6 Summary of Standards framework	36
7 Summary of Stakeholders and structuring	37
7.1 Stakeholders.....	37
7.2 Actors	38
8 Summary of panoptic 'across the board' Requirements	38
8.1 The panoptic context.....	38
8.2 EU-ICIP	38
8.3 Concept of Operations.....	40
8.4 Common meta-data registry	40
8.5 Vendor lock-in	42
8.6 Testing and Conformance	42
8.7 Standards procedures	42
8.8 Other panoptic recommendations	43
9 Summary of communications and security requirements	43
9.1 Communications and Security context	43
9.2 C-ITS Communications and Urban-ITS.....	44
10 Summary of MIS requirements	45
10.1 The MIS context	45
10.2 MIS and Urban-ITS.....	47
10.3 Approach taken	48
11 Summary of Traffic Management (TM) requirements	48
11.1 The TM context.....	48
11.2 TM and Urban-ITS.....	49
11.3 Traffic management Standards issues.....	50
11.4 Exchange of data and information with third parties	50
11.5 Procurement and maintenance of the Urban-ITS solution for TM	50
12 Summary of Urban Logistics (UL) requirements	51
12.1 UL context.....	51
12.2 Urban Freight	52
12.3 Standardised data formats and standardised transaction profiles	52
12.4 Emissions monitoring and geofencing.....	52
12.5 Recommendations for Urban Logistics.....	53
13 Summary of architecture requirements.....	53
13.1 FRAME Architecture context.....	53

13.2	Coherence	53
13.3	Standards required in order to ensure homogeneity and support for Urban-ITS.....	53
13.4	Update and extension of the FRAME ITS architecture.....	54
Annex A (informative) Detailed Recommendations of CEN/TC 278/PT 1701		55
A.1	Background and Structure of this Annex	55
A.1.1	Background.....	55
A.1.2	Use Cases.....	55
A.1.3	Objectives for Phase 2 outreach.....	57
A.2	Key issues and summarised recommendations	59
A.2.1	Summarised recommendations	59
A.2.2	Phase 2 outreach.....	60
A.3	Revised High Level Priority Recommendations for CID Support	64
A.4	Revised Recommendations for other ESOs/Committees	68
A.5	Revised priority Recommendations for other support measures	70
A.6	Other supported Recommendations for CID support	72
A.7	Other Recommendations for CID support (unsupported by outreach feedback)	72
A.8	Recommendations withdrawn as a result of outreach feedback	73
Annex B (informative) Objectives, strategy, philosophy and process of the study.....		76
B.1	Foreword	76
B.2	Overview	76
B.3	Commission Implementing Decision.....	76
B.3.1	Overview	76
B.3.2	General requirements for the requested deliverables	78
B.3.3	Requirements to strengthen compatibility and coherence with existing standards and technical specifications.....	78
B.3.4	Specific requirements for the requested deliverables.....	79
B.3.5	Multimodal information systems.....	79
B.3.6	Traffic management, including access regulation	80
B.3.7	Urban logistics, including parking management	80
B.4	Remit to PT1701	81
Annex C (informative) Situational Factors affecting the study		83
C.1	Overview	83
C.2	Characterising Urban-ITS	87
C.3	Stakeholders and actors.....	92
C.3.1	Stakeholders.....	92
C.3.2	Actors	94
C.4	Mixed vendor environment	96
C.4.1	Introduction.....	96
C.4.2	Obligations and expectations of urban public bodies	98
C.5	Standards combinations	101
C.6	Cooperation	103
C.7	Barriers and constraints to the operation of the open single European market (OSEM)	103
C.7.1	Common issues	103
C.7.2	Political obstacles to OSEM	105
C.7.3	Commercial obstacles to OSEM	105
C.7.4	Technical obstacles to OSEM	106
C.7.5	Contending aspirations of Urban administrations and commercial freight operators	107
C.7.6	Vendor lock-in	107

C.8	Autonomous /automated vehicles	109
C.8.1	Context.....	109
C.8.2	Autonomous driving and mobility.....	109
C.8.3	Autonomous driving and connectivity.....	109
C.8.4	Autonomous driving and maps.....	110
C.8.5	Autonomous vehicles and safety issues	112
C.8.6	Autonomous vehicles and security	113
C.8.7	Take up of autonomous vehicles.....	113
C.8.8	Autonomous vehicles and associated standardizations.....	114
C.9	Issues associated with the introduction of Urban-ITS	118
Annex D (informative) Standards Framework.....		119
D.1	Extant Standards.....	119
D.2	Legacy systems and Standards.....	120
D.2.1	Context.....	120
D.2.2	Legacy system and standards benefits.....	121
D.2.3	Legacy Standards for general use	121
D.2.4	Legacy system and standards issues	147
D.2.5	Vendor lock-in	151
D.2.6	Transition and migration issues	151
D.2.7	Availability of data concepts.....	153
D.3	C-ITS as a tool to overcome silos	154
D.4	Organisation and interdependencies	157
Annex E (informative) Stakeholders and structuring		160
E.1	Key stakeholders	160
E.2	E.2 High level mapping for key identified stakeholders.....	160
E.3	Overall framework required for interoperability and interchangeability	161
E.3.1	Interoperability.....	161
E.3.2	Interchangeability	161
E.3.3	Intermodality	161
E.3.4	Multimodality.....	162
E.3.5	Sustainability	162
E.4	Systems and devices that could take advantage of common structuring and implementation guidelines	168
E.4.1	Benefits of a common reference data model/ Meta-data registry	168
E.4.2	Benefits of data exchange profiles.....	169
E.4.3	Location determination and location referencing.....	170
E.4.4	Open urban data access portal.....	179
E.4.5	Structure of Public Transport Service related data	181
E.5	High level generic 'Concept of Operations' for city/administration support for Urban-ITS.....	187
E.5.1	General	187
E.5.2	Statement of the goals and objectives of the Urban-ITS	187
E.5.3	Strategies, tactics, policies, and constraints affecting the Urban-ITS	188
E.5.4	Organisations, activities, and interactions among participants and stakeholders for Urban-ITS.....	191
E.5.5	Clear statement of responsibilities and authorities delegated for Urban-ITS	192
E.5.6	Equipment required for Urban-ITS.....	192
E.5.7	Operational processes for the Urban-ITS	193
E.5.8	Role of the jurisdiction in Urban-ITS.....	195
E.5.9	Role of the Urban-ITS prime service provider	196
E.5.10	Role of the Urban-ITS application service provider	197
E.5.11	Role of the Urban-ITS user	197

E.5.12 EGeneric characteristics for all instantiations of the Urban-ITS application service domain	198
E.6 Standards requirements	198
E.7 Identifying standardisation gaps.....	198
E.8 The process of consensus	199
Annex F (informative) Panoptic (Multi-category) requirements.....	201
F.1 Panoptic (Multi-category) requirements — Objectives, summary and scope addressed	201
F.1.1 Objectives	201
F.1.2 Summary.....	201
F.1.3 Scope	201
F.1.4 Stakeholder engagement	201
F.1.5 Common/Interoperable data	201
F.1.6 Multimodality.....	202
F.1.7 Creation of (multimodal) transport datasets.....	202
F.1.8 Multiple means of communication.....	202
F.1.9 Creation of urban-interurban interfaces	203
F.1.10 Use of open standards, architectures and specifications.....	204
F.1.11 Enable rather than prescribe or proscribe	204
F.1.12 Obtaining consistency across the European Community, and across wider domains.....	204
F.1.13 Objectives of EU-ICIP	207
F.1.14 Organization of an EU-ICIP Guide	209
F.2 Panoptic (Multi-category) requirements — Relevant business/service areas and applications identified with key stakeholders	210
F.3 Panoptic (Multi-category) requirements — Gap and overlap analysis involving European and international SDOs and their relevant deliverables	210
F.3.1 Panoptic (Multi-category) requirements — Standards to achieve objectives	210
F.4 Panoptic (Multi-category) requirements — Potential revision of existing standards, new standards development and international harmonisation tasks based on gap/overlap results	214
F.5 Panoptic (Multi-category) requirements — Roadmap with targeted deliverables and concrete actions to speed up deployment of Urban-ITS	214
F.6 Funding issues	214
Annex G (informative) Multimodal Information Services (MIS).....	215
G.1 MIS Objectives, summary and scope addressed	215
G.1.1 General	215
G.1.2 Stakeholder engagement	217
G.1.3 Common/Interoperable data	217
G.1.4 Multimodality.....	218
G.1.5 Flexible Transport Services	220
G.1.6 Creation of (multimodal) transport datasets	220
G.1.7 Multiple means of communication.....	221
G.1.8 Creation of urban-interurban interfaces	221
G.1.9 Use of open standards, architectures and specifications.....	222
G.1.10 Enable rather than prescribe or proscribe	225
G.2 MIS Relevant business/service areas and applications identified with key stakeholders.....	225
G.2.1 MIS Business service area.....	225
G.2.2 MIS Applications (Use Cases) information layers and data types.....	226
G.2.3 MIS Use Cases context	226
G.2.4 MIS Use Cases	228

G.3 MIS Gap and overlap analysis involving European and international SDOs and their relevant deliverables.....	254
G.3.1 MIS-0001 Gaps- MIS planned data retrieval	254
G.3.2 MIS-0002 Gaps - MIS real-time data capture	255
G.3.3 MIS-0003 Gaps - MIS planned data processing	255
G.3.4 MIS-0004 - Gaps - MIS real-time data processing.....	256
G.3.5 MIS-0005 Gaps - MIS actual trip plan provision	256
G.3.6 MIS-0006 Gaps - MIS information structuring	258
G.3.7 MIS-0007 Gaps - MIS information dissemination.....	258
G.3.8 MIS-0008 Gaps - MIS query structuring.....	258
G.3.9 MIS-0000 Gaps - user support.....	258
G.4 MIS Potential revision of existing standards, new standards development and international harmonisation tasks based on gap/overlap results.....	258
G.4.1 MIS planned data retrieval UC-MIS- 0001.....	258
G.4.2 MIS real-time data capture UC-MIS- 0002.....	259
G.4.3 MIS operational raw data provision UC- MIS-0002-1	259
G.4.4 MIS planned data processing UC-MIS-0003.....	259
G.4.5 MIS scheduled trip plan provision UC-MIS-0003-1	260
G.4.6 MIS planned data updating UC-MIS-0003-2	260
G.4.7 MIS real-time data processing UC-MIS-0004	260
G.4.8 MIS real-time data updating UC-MIS-0004-1.....	261
G.4.9 MIS Actual Trip Plan Provision UC-MIS-0005.....	261
G.4.10 MIS Dynamic Car-pooling UC- MIS-0005-1	261
G.4.11 MIS Driver Guidance UC-MIS-0005-2.....	261
G.4.12 MIS Information Structuring UC-MIS-0006	262
G.4.13 MIS Information Dissemination UC-MIS-0007	262
G.4.14 MIS Query Structuring UC-MIS-0008	262
G.4.15 to topology-related concepts i.e. 'origin/destination', a specific location (e.g. stop point), line, etc.;	262
G.4.16 User Support.....	263
G.5 MIS Roadmap with targeted deliverables and concrete actions to speed up deployment of Urban-ITS.....	263
G.6 Funding issues	263
Annex H (informative) Traffic Management (TM)	264
H.1 TM Objectives, summary and scope addressed	264
H.1.1 Traffic management: principles and historical evolvement.....	264
H.1.2 Spheres of activities and problem scenarios	265
H.1.3 Solution strategies and processes	267
H.2 TM Relevant business/service areas and applications identified with key stakeholders	267
H.2.1 Impact facilities of Traffic Management.....	267
H.2.2 TM infrastructure as a toolbox	268
H.2.3 Use Cases as a tool to describe the business in the TM-domain	271
H.2.4 TM process model as a reference model for TM Use Cases	272
H.2.5 TM Use Cases	274
H.3 TM Gap and overlap analysis involving European and international SDOs and their relevant deliverables.....	287
H.3.1 Problems in the TM domain related to the lack of standards	287
H.3.2 Interoperability requirements in the TM-domain	288
H.3.3 Use Case based gap and overlap analysis.....	290
H.4 TM Potential revision of existing standards, new standards development and international harmonisation tasks based on gap/overlap results.....	291

H.4.1	Preliminary observation.....	291
H.4.2	TM Architecture recommendations.....	292
H.4.3	H.4.3 Traffic management domain specific recommendations	292
H.5	TM Roadmap with targeted deliverables and concrete actions to speed up deployment of Urban-ITS.....	293
H.6	TM Funding issues.....	293
Annex I (informative) Urban Logistics (UL)		294
I.1.1	General	294
I.1.2	Stakeholder engagement	294
I.1.3	Common/Interoperable data	295
I.1.4	Multimodality.....	295
I.1.5	Creation of (multimodal) transport datasets	295
I.1.6	Multiple means of communication.....	295
I.1.7	Creation of urban-interurban interfaces	295
I.1.8	Use of open standards, architectures and specifications.....	296
I.1.9	Enable rather than prescribe or proscribe	296
I.2	UL Relevant business/service areas and applications identified with key stakeholders	296
I.2.1	Urban freight consolidation centres.....	296
I.2.2	UL Business service area.....	310
I.2.3	UL Applications (Use Cases).....	311
I.3	UL Existing CEN/TC 278 working groups involved and co/cross working arrangements.....	379
I.4	UL International/European harmonisation requirements	380
I.5	UL Gap and overlap analysis involving European and international SDOs and their relevant deliverables.....	380
I.5.1	UL--0110v1 Provision of relevant traffic information- congestion; green wave; etc. data.....	380
I.5.2	Delivery vehicle realtime mapping/route optimisation	380
I.5.3	Vehicle access management and monitoring	381
I.5.4	Vehicle Speed Monitoring.....	381
I.5.5	Urban Consolidation Centres (UCC)	381
I.5.6	Oversize Management.....	381
I.5.7	Emissions monitoring	382
I.5.8	Low Emission Zones- Data Formats	382
I.5.9	Cross Border Enforcement	382
I.5.10	Charging alternatively fuelled vehicles on streets	382
I.6	UL Potential revision of existing standards,	382
I.6.1	Weigh in motion	382
I.6.2	Vehicle parking facilities	382
I.7	UL Roadmap with targeted deliverables and concrete actions to speed up deployment of Urban-ITS.....	383
I.8	UL Funding issues	384
Annex J (informative) Communications and Security (CS) issues for Urban-ITS		385
J.1	Communications objectives, summary and scope addressed	385
J.1.1	Stakeholder engagement	385
J.1.2	Cooperative-ITS and Urban-ITS.....	385
J.1.3	Common/Interoperable data	387
J.1.4	Multimodality.....	390
J.1.5	Creation of (multimodal) transport datasets	390
J.1.6	Multiple means of communication	390
J.1.7	Creation of urban-interurban interfaces	390

J.1.8	Use of open standards, architectures and specifications	391
J.2	Hybrid C-ITS communications	398
J.2.1	General	399
J.2.2	Hybrid communications Types.....	400
J.2.3	IP for end-to-end communications.....	400
J.2.4	Non-silo approach of hybrid communications.....	401
J.2.5	Hybrid communications : example.....	402
J.2.6	Hybrid Communications – multiple paths	403
J.2.7	Hybrid Communications – Path selection	404
J.2.8	Hybrid Communications – Collect ITS-station capabilities	405
J.2.9	Hybrid Communications – Collect layer information	406
J.2.10	Hybrid Communications – Communication profile selection.....	407
J.2.11	Hybrid Communications – Flow Transmission	408
J.2.12	Hybrid Communications – Path and Flow management.....	409
J.2.13	Hybrid Communications – Application layer.....	410
J.2.14	Hybrid Communications – Standards	410
J.3	Security objectives, summary and scope addressed.....	410
J.3.1	Introduction.....	410
J.3.2	C-ITS security	411
J.3.3	EU-US Task Force HTG6.....	412
J.4	Enable rather than prescribe or proscribe	414
J.5	Relevant business/service areas and applications identified with key stakeholders	414
J.6	Other gap and overlap analysis involving European and international SDOs and their relevant deliverables	414
J.6.1	Business service area(s) (Use Cases).....	414
J.6.2	Other applications.....	414
J.6.3	Working groups involved and co/cross working arrangements	414
J.6.4	International/European harmonisation requirements	415
J.7	Other gap and overlap analysis involving European and international SDOs and their relevant deliverables	415
J.7.1	Other standards requirements to achieve objectives	415
J.7.2	Other existing Standards	415
J.7.3	Other Gap Analysis	415
J.7.4	Other requirement for new Standard(s).....	416
J.8	Funding issues	416
Annex K (informative)	Urban-ITS Architecture aspects (UA)	417
K.1	UA Coherence of Use Cases with FRAME Architecture	417
K.2	UA Gap analysis between Use Cases and FRAME Architecture.....	417
K.3	UA Standardisation needs and international harmonisation issues	418
K.3.1	UA Background.....	418
K.3.2	UA Standardisation	419
K.3.3	UA Harmonisation	420
K.4	UA Actions required to speed up deployment of Urban-ITS	421
K.4.1	Enhancing tools to assist ITS deployments	421
K.4.2	Stakeholder engagement	423
K.4.3	Common/Interoperable data	423
K.4.4	Multimodality.....	423
K.4.5	Creation of (multimodal) transport datasets	423
K.4.6	Multiple means of communication.....	423
K.4.7	Creation of urban-interurban interfaces	423
K.4.8	Use of open standards, architectures and specifications	423

K.4.9	Enable rather than prescribe or proscribe	423
K.5	UA Identified resources of expertise (individuals, organisations) to participate in this work.....	423
K.6	UA Consideration of optimum internal organisation to most effectively address these issues	424
K.7	UA Funding issues.....	424
K.8	Requests for support actions.....	424
	Annex L (informative) Other identified issues for Urban-ITS (beyond span of CID)	425
L.1	Background.....	425
L.2	The population is trending to cities	425
L.3	Autonomous/Automated vehicles.....	426
L.4	Transmodel, DATEX II and associated standards	426
	Annex M (informative) Use Cases Collated.....	428
	Annex N (informative) References	527
N.1	Standards.....	527
N.2	Legislation and Regulations.....	537
	Annex O (informative) Principal existing ITS Standards	539
	Annex P (informative) Outreach Responses; Outreach contacts, contributors, and effects on Recommendations	569
P.1	Organisations and individuals consulted during the preparation of the interim and final reports	569
P.2	Organisations and individuals circulated with the Interim Report for comments and prioritisation.....	571
P.3	Feedback from outreach following circulation of interim report.....	572
P.3.1	Overview.....	572
P.3.2	Outreach feedback in relation to the priority areas identified at the Outreach meeting.....	575
P.3.3	Projects recommended, but under the lead of existing initiatives of CEN/TC 278 or other ESOCs.....	587
P.3.4	Outreach feedback to PT1701 recommendations	587
P.4	Collated outreach responses to individual recommendations	594
P.4.1	Standards Policies - Urban-ITS (and general)	594
P.4.2	Panoptic-Across the Board.....	599
P.4.3	Multimodal Information.....	601
P.4.4	Traffic Management.....	605
P.4.5	Urban Logistics	608
P.4.6	Architecture.....	609
P.4.7	Recommendations for standards deliverables from other CEN Committees/ other ESO's / recognised standards Issuers.....	610
P.4.8	Recommendations for other associated support measures and policies	613
P.5	Other Feedback received	616
P.6	Revised High Level Priority Recommendations for CID Support	622
P.7	Revised Recommendations for other ESOs/Committees	626
P.8	Revised priority Recommendations for other support measures	629
P.9	Other supported Recommendations for CID support	630
P.10	Other Recommendations for CID support (unsupported by outreach feedback)	630
P.11	Recommendations withdrawn as a result of outreach feedback	631
	Bibliography	634

European foreword

This document (CEN/TR 17143:2017) has been prepared by Technical Committee CEN/TC 278 "Intelligent transport systems", the secretariat of which is held by NEN.

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This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association.

Introduction

Cities are home to over 70 % of the EU population and account for some 85 % of the Union's GDP. Most journeys begin and end in cities. In many urban areas, however, increasing demand for urban mobility has created a situation that is not sustainable: severe congestion, poor air quality, noise emissions and high levels of CO₂ emissions. Urban congestion jeopardises EU goals for a competitive and resource-efficient transport system.

With its declared 'Urban Mobility Package', the Commission reinforces its supporting measures in the area of urban transport by:

- sharing experiences, show-casing best practices, and fostering cooperation,
- providing targeted financial support,
- focusing research and innovation on delivering solutions for urban mobility challenges.

In accordance with Article 8 of 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, the Commission may request the European standardisation organisations (ESOs) to develop necessary standards to provide interoperability, compatibility and continuity for the deployment and operational use of ITS. Such standards are scoped by Articles 2, 3, 4 (1), and Annex J of Directive 2010/40/EU [2] to specific priority areas and priority actions in the field of ITS. (Annex J also stresses the need for urban and interurban interfaces for data exchange, and the interoperability and compatibility between the urban and European ITS architectures.)

Within the overarching ITS objectives set by Directive 2010/40/EU [2], the urban dimension has its own needs envisioned in the Action Plan on ITS (2008) [33] and the Action Plan on Urban Mobility (2009) [38]. In 2010, the European Commission set up an Expert Group on Urban-ITS, with the participation of representatives of local authorities and their main partners, from the fields of research, industry, transport authorities and operators, standardisation bodies, etc. This 'Expert Group on Urban-ITS' developed guidelines on the deployment of key applications of Urban-ITS (namely: multimodal information, smart ticketing, traffic management and urban logistics), collected a number of best practices and reflected upon the need for further standardisation in the domain of Urban-ITS. The 'Expert Group on Urban-ITS' recommended better integrating the urban dimension within European standardisation activities and focusing standardisation efforts on multimodal information services including new mobility services, traffic management including access management, and urban logistics including reservation of loading bays. The standardisation efforts should cover existing gaps, upgrade and complement existing standards and ensure the establishment of the needed urban-interurban interfaces.

The EC Communication "Against lock-in: building open ICT systems by making better use of standards in public procurement" [41] points to the benefits of using standards and open specifications to avoid vendor lock-in of technological solutions, and promote the deployment of more cost-effective solutions. Its accompanying 'Staff Working Document' "Guide for the procurement of standards-based ICT – Elements of Good Practice" [42], lists a number of examples of open specifications in the transport domain, but also shows a lack of common standards for ITS.

The ‘Expert Group on Urban-ITS’ recommended involving local authorities and experts with specific urban knowledge in the ITS standardisation process. Therefore, the European standardisation organisations are invited to liaise with relevant bodies representing urban mobility and interested in Urban-ITS, such as standardisation coordination groups and organisations, local standardisation frameworks, experts and stakeholder platforms, cities and regions associations, user associations, transport operators and service provider’s representatives. The resultant Project Team (CEN/TC 278/PT 1701) therefore comprises a mix of standardisation experts and experts from within or associated with Urban administrations, and organisations such as POLIS, and, importantly is linked to a wider outer network of experts, largely associated with Urban administrations, with whom it will consult and seek opinion and feedback to its initial proposals. The composition of the project team, in accordance with CEN project team selection procedures, was dependent on, and limited by, those who responded to the call for experts. While it was hoped that many Urban Administrations would be inclined to apply, applications were limited by the fact that public sector applicants could not be recompensed for their time costs. PT1701 have therefore worked to create contacts from other Urban Administrations to review and comment on its work (and acknowledge the help received from the European Commission in this respect), and the Interim Report is being used as a key outreach tool to achieve this participation and feedback.

The European Commission is in the final stages of processing and publishing a “COMMISSION IMPLEMENTING DECISION” (CID) on a standardisation request to the European standardisation organisations as regards Intelligent Transport Systems (ITS) in urban areas in support of 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.” [1] The measures provided for in this Decision are in accordance with the opinion of the Committee established by Article 22 of Regulation (EU) No 1025/2012 [43].

In this Decision, the European Committee for Standardisation (CEN), the European Committee for Electrotechnical Standardisation (CENELEC) and European Telecommunications Standards Institute (ETSI), hereafter referred as the ESOs (European standardisation organisations), are requested to draft new European standards and European standardisation deliverables in support of the implementation of Article 8 of Directive 2010/40/EU[2] for multimodal information, traffic management and urban logistics in the Urban-ITS domain. The CID[1] is required to be supported by a list of targeted standards to be developed as a priority. And it is within this context that this pre-study has to identify the (high level) requirements, identify available standards, and thereby identify the ‘gaps’ where the EC should target financial support in order to obtain/accelerate the provision of the Standards necessary to fill these gaps in order to enable efficient Urban-ITS to be instantiated.

The requested European standards and European standardisation deliverables shall be developed to be consistent and compliant with the requirements of the Delegated Acts adopted by the Commission under Directive 2010/40/EU[2], in particular the specifications for the provision of EU-wide real-time traffic information services adopted on 18 December 2014 [44], and the specifications for the provision of EU-wide multimodal travel information service [46].

This pre-study report is therefore designed to assist the European Commission to target where to provide such financial support for standards development in the areas of ‘Multimodal Information Systems’, ‘Traffic Management’, and ‘Urban Logistics’.