

Mandate 453 on Cooperative Systems

2nd ETSI TC ITS Workshop
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- 1. Objective**
- 2. Rationale**
- 3. Description of the mandated work**
- 4. Execution of the mandate**
- 5. Bodies to be associated**

- The European Standardisation Organisations are invited to prepare a coherent set of standards, specifications and guidelines to support EU wide implementation and deployment of Co-operative ITS systems.



Brussels, 6th October 2009
DG ENTR/D4

M/453 EN

STANDARDISATION MANDATE ADDRESSED TO CEN, CENELEC AND ETSI
IN THE FIELD OF INFORMATION AND COMMUNICATION TECHNOLOGIES TO SUPPORT
THE INTEROPERABILITY OF CO-OPERATIVE SYSTEMS FOR INTELLIGENT TRANSPORT
IN THE EUROPEAN COMMUNITY

1. OBJECTIVE

The European Standardisation Organisations, ETSI, CEN, CENELEC, are invited to prepare a coherent set of standards, specifications and guidelines to support European Community wide implementation and deployment of Co-operative ITS systems.

2. RATIONALE

2.1. Introduction

"Intelligent Transport Systems" (ITS) means applying Information and Communication Technologies (ICT) to the transport sector. ITS can create clear benefits in terms of transport efficiency, sustainability, safety and security, whilst contributing to the EU Internal Market and competitiveness objectives. To take full advantage of the benefits that ICT based systems and applications can bring to the transport sector it is necessary to ensure interoperability among the different systems throughout Europe at least.

Co-operative systems are ITS systems based on vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I, DV) and infrastructure-to-infrastructure (I2I) communications for the exchange of information. Co-operative systems have the potential to further increase the benefits of ITS services and applications.

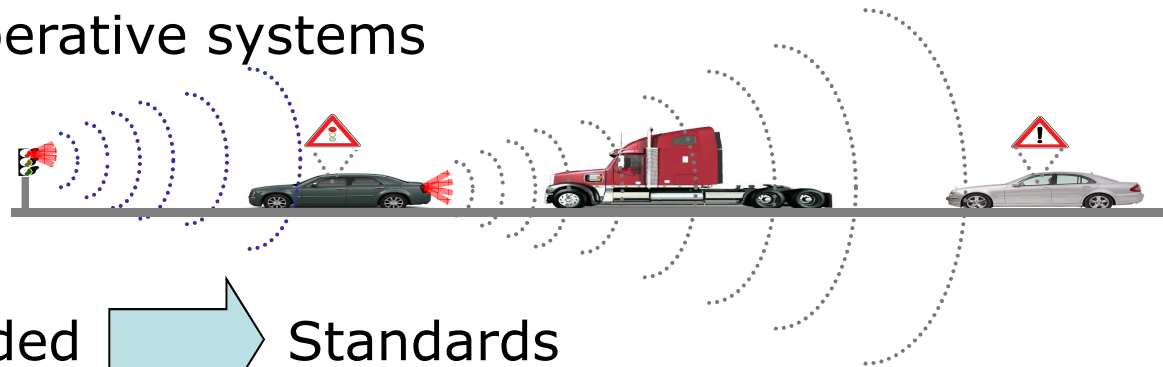
This Mandate supports the development of technical standards and specifications for Intelligent Transport Systems (ITS) within the European Standards Organisations in order to ensure the deployment and interoperability of Co-operative systems, in particular those operating in the 5 GHz frequency band, within the European Community. Standardisation



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- Benefits of ITS cooperative systems

- Safety
- Efficiency
- Cleaner mobility



- Critical mass needed  Standards

- Political environment



- Frequency allocation



- Results of EU RTD projects



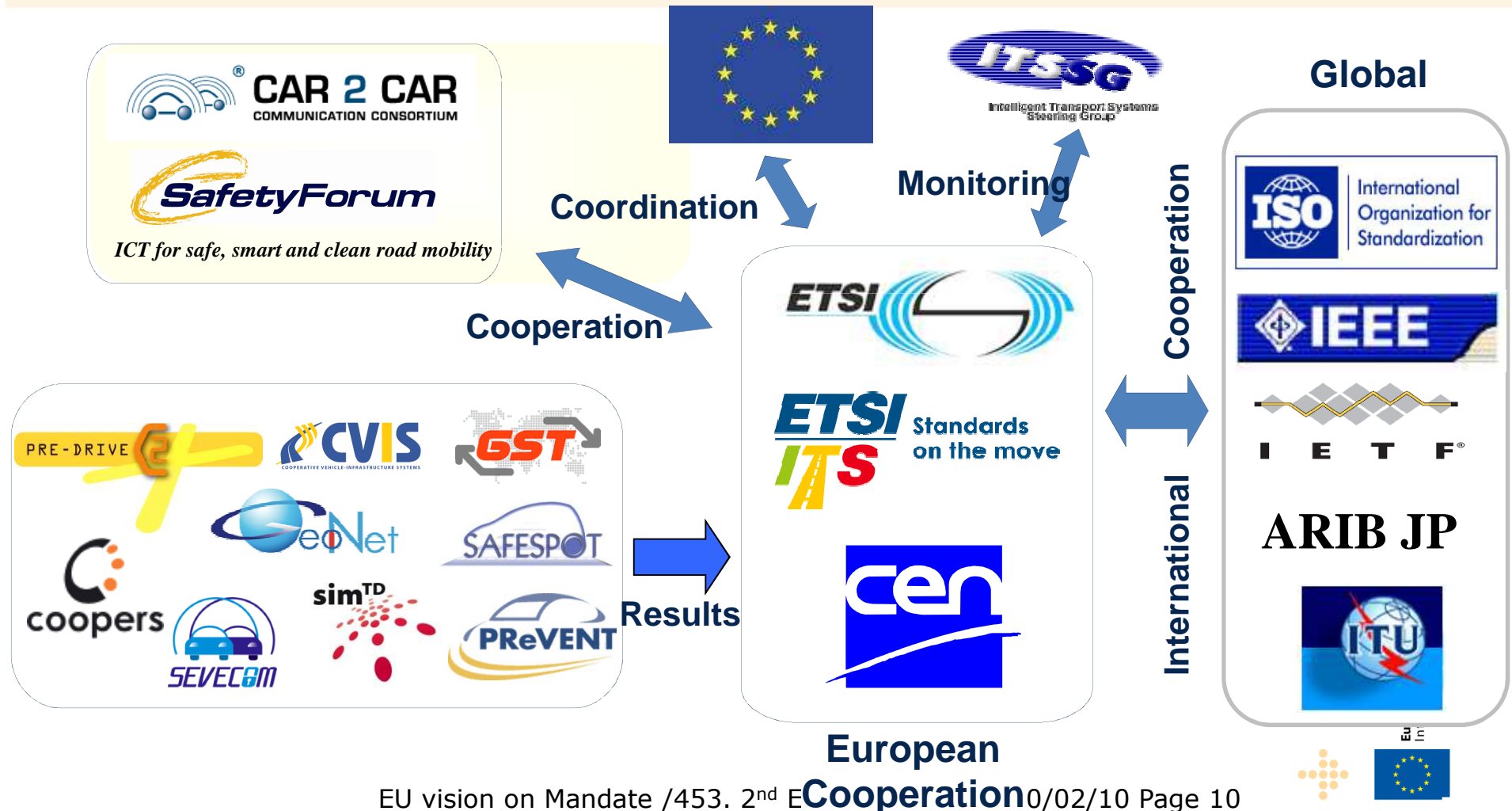
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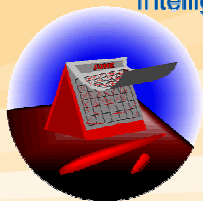
1. Analysis of the required European standardisation activity:
 1. Detailed work programme covering the necessary standardisation work in support of Co-operative ITS services
 2. Identify potential functionalities for the different stakeholders
 - Economic benefits
 - Privacy
 - Requirements: information exchange, communications
 3. Identify the minimum set of European standards (ENs) required in the field of Cooperative systems to ensure interoperability of V2X, I2X comms

2. **Develop** the identified ENs Standards
3. Develop **test methods** for assessing their conformity
4. Develop the rest of the identified standards and TS for Cooperative ITS

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Execution (1): Modus Operandi & Cooperation



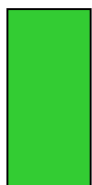


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Execution (2): Time plan

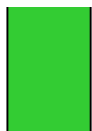
3 Months

➤ **Workprogramme**



12 Months

➤ **Progress Report**



20 Months

➤ **Comprehensive report + Draft standards**



24 Months

➤ **2 years report**



30 Months

➤ **Comprehensive report: Results (Inco)**



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Bodies to be associated

- Organisations of consumers' interests (ANEC)
- Organisations of environmental protection (ECOS)
- Organisations of workers (ETUI-REHS)
- Organisations of small and medium-size enterprises (NORMAPME)
- Industrial and multi-stakeholders organisations active in the domain (Car2Car, TISA, eSafety forum, ERTICO) to take part in the standardisation work.
- Toll providers organisations
- Road infrastructure operators and authorities
- RTD Projects
- International Cooperation



Thank you very much

