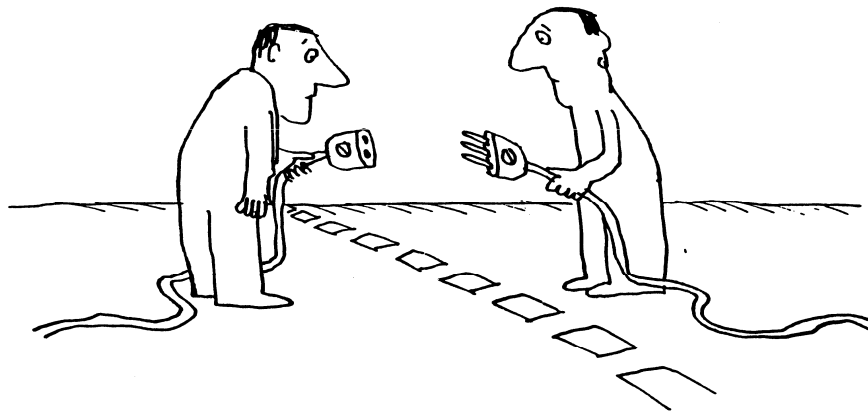




Rijkswaterstaat
Ministerie van Verkeer en Waterstaat



Standards for ITS, the perspective of CEN/TC278

Henk Stoelhorst

Chairman CEN/TC278

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Presentation content

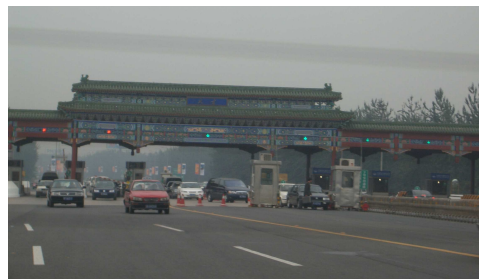
ITS standards

- Why do we need ITS standards
- The standards bodies
- CEN/TC278: ITS standards
- Work under progress
- ITS action plan and mandate M453
- Conclusions



Why do we need ITS standards

- Enables interoperability of systems/services
- Encourages innovation, fosters enterprise and opens up new markets for suppliers
- Creates trust and confidence in products and services
- Expands the market, brings down costs and increases competition
- Helps to prevent duplication of effort





Defending the value of standards

"The European Union has, since the mid-1980s, made an increasing use of standards in support of its policies and legislation."

source DG ENTR website

"For everyone, International Standards can contribute to the quality of life in general by ensuring that the transport, machinery and tools we use are safe."

source ISO website

"Standardization diminishes trade barriers, promotes safety, allows interoperability of products, systems and services, and promotes common technical understanding." source CEN website



The formal standards bodies for ITS

Global level:

- ISO/TC204 – Intelligent Transport Systems
- ISO/TC22 – Road vehicles

European level:

- CEN: CEN/TC278 for ITS, CEN/TC226 Machine Readable cards
- CENELEC/TC226 Road equipment
- ETSI – telecommunications, new: ETSI TC ITS

National level

National standards bodies: NEN, DIN, AFNOR, BSI

Strategic co-ordination at the European level by the ITSSG

– Intelligent Transport Systems Standards Steering Group



CEN/TC 278

Road Transport and Traffic Telematics

- Established in 1992
- 30 members (CEN/ISO member bodies)
- 120 work items, 60 adopted standards
- 10 active working groups with nominated experts
- Co-operation between market players: industries, service providers, governments
- No technical products/systems but interfaces, data elements, protocols
- Well connected to European R&D
- Secretary: NEN, Jelte Dijkstra
- Chair: Henk Stoelhorst, Rijkswaterstaat



ITS Standardisation results in TC278

- Over 80 European ITS standards have been completed in the domain of: road and vehicle safety, network efficiency including fee collection, traffic and traveller information, interoperable public transport
- One example of a real succes story: digital traffic information RDS/TMC which provides standardised information in almost every European country in the home language of the traveller!!
- Other success stories: EFC and DSRC with outreach in Australia, South-Africa and Brazil



CEN/TC278 Active working groups

- WG 1 Electronic Fee Collection (Sweden) – Jesper Engdahl
- WG 3 Public Transport (France) – J.L. Franchineau
- WG 4 Traffic and Travel Information (UK) – Paul Burton
- WG 8 Road Data (Netherlands) – Dick de Winter
- WG 10 Human-Machine Interfacing (Germany) – C. Heinrich
- WG 12 AVI/AEI (Norway) – Knut Evensen
- WG 13 Architecture and Terminology (UK) – Bob Williams
- WG 14 Recovery of stolen vehicles (UK) – Alan McInnes
- WG 15 e-safety (UK) – Bob Williams
- WG 16 Cooperative systems (Germany) – H.J. Schade



ITS action plan and mandate M453

- ITS action plan originated by EC for deployment of ITS
- Priority items identified in the ITS field
- M453: focus on standards for cooperative systems
- Request to the ESO's to propose workprogramme
- Both ETSI and CEN have accepted responsibility
- CEN/TC278 formed WG16, cooperation with ISO/TC204
- Coherence between CEN/ETSI
- Taskforce ITSSG
- Coordination via ITSSG (Taskforce)



Correspondence - proposed ITS Directive Action Items & CEN/TC278 WGs

Excerpt

Action Item	Relevant CEN/TC278 WG
1. Optimal Use of Road, Traffic and Travel Data	
a. Real-time traffic and travel information accurate and available across borders to ITS users	
i. Availability/accessibility of accurate public road & real-time traffic data used for real-time traffic & travel information to ITS service providers without prejudice to safety and transport management constraints	WG4, WG8, WG3
i. Facilitation of electronic exchange between relevant public authorities and stakeholders and relevant ITS service providers, across borders	"
i. Timely updating of public road and traffic data used for real-time traffic and travel information by relevant public authorities and stakeholders	WG8, WG4, WG3 (traffic data), ISO/TC204 WG3 (road data)
i. Timely updating of real-time traffic and travel information by the ITS service providers	WG4
b. Definition of necessary requirements for collection by relevant public authorities of road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes, notably for heavy goods vehicles) and for their provisioning to ITS service providers	Led by ISO/TC 204 WG3
i. Availability of public road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes) collected by relevant public authorities to ITS service providers	"



Conclusions

- ITS standards aim to provide interoperability, new markets and lower costs
- ITS standards are increasingly produced on a European and worldwide scale, rather than at the national level
- Technical standards are drafted through the standards bodies, by experts, based on consensus
- In principle, deployment of standards is voluntary, requiring broad consensus among all stakeholders
- Cooperative systems provide a challenge for ESO's