

May 2009

EasyWay is a project for harmonised
Europe wide Intelligent Transport Services
deployment on the Trans-European Road Network

EasyWay

NEWSLETTER #02

TOPICS IN THIS ISSUE

We have a new EasyWay chairman!

Read what Bernard Lucas thinks (page#2)

Also featuring the views of the whole
EasyWay SC

What will the coming EW ITS Core Services be?

See pages 4 to 7 of this newsletter and
be prepared!

Your chance to review and comment on
the EasyWay Deployment Guidelines

What will be the future of ITS in Europe?:

The EC vision

EU ITS Action Plan

DG-TREN and TEN-T messages

Update on:

- VMS harmonisation (Mare-Nostrum)
- DATEX-II

... and much more:

EasyWay website (a comprehensive
guide to what can be found on the web-
site);

Results of the last EW workshop with
stakeholders; EWMonthly;

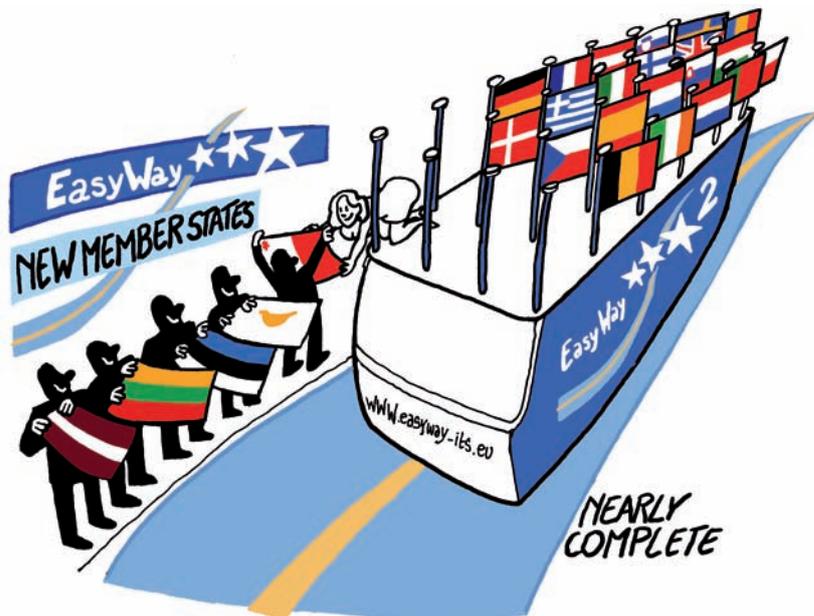
Details of the forthcoming 2009 EW An-
nual Forum...

A LOT OF NEWS FROM TAORMINA 2008!

The EasyWay project has been running since 2007 with the objective of harmonizing European-wide ITS service deployment on TERN corridors and their intersections with urban road areas. The project is driven by national road and road operators with associated partners in close cooperation with other key stakeholders in mobility, including the automotive industry, telecom operators and other service providers and public transport stakeholders.

A lot of work has been undertaken in the last 2 years and one of our main targets as a project has been to enlarge the EasyWay family to cover most of Europe.

Enlarging the EasyWay family!



Now, for second phase of the EasyWay project (2010-11) we are opening our doors to more European Member States.

From 2010, the EasyWay project will include 27 Member States partners and their national road and traffic authorities or ministries for transport.

In non-EU countries, such as Switzerland, Norway and Andorra, private and public road operators and service providers also participate in the project.

The total number of partners included in the EasyWay phase 2 proposal amounts to the order of 150 participants, ensuring almost a total coverage of road operators across Europe.

EasyWay is the unique platform for European-wide deployment of ITS

EASYWAY CHAIRMAN

WITH THE SUPPORT OF THE **EASYWAY STEERING COMMITTEE**



EasyWay, within less than one year, already has significant achievements to its credit. Since the end of the negotiations with the EC and prior to the formal decision, EasyWay was active in matters of communication on ITS, development of technical guidelines and core services deployment.

The first EasyWay Conference in October 2008 was a great success, with more than 200 attendees among the 135 partners of EasyWay, under the umbrella of Roy Brannen (the EasyWay Chairman for 2008), Senator Altero Matteoli (Italian Minister of Infrastructures and Transports) and Fotis Karamitsos (Director in charge of ITS at DGTREN). The Conference was a good opportunity to highlight the strong governance process within Easyway, the strength of communication links across the various parts of the project assisted by the use of the website and close linkage with key EC officials in DGTREN and TEN-T Agency.

The elaboration of technical guidelines for ITS deployment was started in September 2008, through the EasyWay roadmap study. A list of core services, developed from the coordinated work between EasyWay Experts and European Studies working groups was produced and subsequently approved during the EasyWay Steering Committee meeting in October 2008. These core services now constitute the framework for the deployments currently being implemented and will be central to implementation throughout the next phases of the programme.

At this stage of the project, in March 2009, the different European Studies working groups and I would especially like to thank all of the partners from the various Member States that have contributed to this impressive work of setting up 16 deployment guidelines aiming to support the deployment of harmonized core services in the forthcoming years. Based on the various experiences gained from successful deployments, these guidelines have been des-

igned following the identification of best practices in the 21 participating EasyWay Member States and the gathering of evaluations on their impacts on road safety, congestion and the environment. The deployment guidelines therefore particularly take into account the challenges to address in the near future.

In order to widen the scope of future European Studies, the first workshop with external stakeholders, under the umbrella of EasyWay and ERTICO, was held in February 2009, with the promise of a fruitful follow-up in terms of cooperation between road operators, car & telecom industries and information service providers.

Services for traveller information, traffic management and freight & logistics have been successfully deployed on the Trans European Road Network with about 300m already invested by the EasyWay partners in 2007 and 2008. More details are provided in the EasyWay 2007-2008 Annual Report,

EasyWay has brought a new dimension to European cooperation, and is a major opportunity for Member States to learn from each other in the field of traveller information and traffic management. There is still a lot to be done and DG-TREN funding is facilitating the execution of tasks related to ensuring the continuity of services and pan-European harmonisation.

In 2009 and beyond, within the frame of the ITS Action Plan released by the European Commission at the end of 2008, EasyWay will continue to implement harmonised services throughout Europe for the benefit of European travellers.

I would like to thank all of the partners for their commitment throughout the project's past achievements and ensure them of the ongoing support of the Steering Committee in forthcoming challenges.

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NEWS FROM THE EC

ITS ACTION PLAN AND **REVIEW OF THE TEN-T POLICY**



On 16 December 2008, the European Commission took a major step towards harmonizing the deployment and use of Intelligent Transport Systems (ITS) in road transport across Europe.

The adopted ITS Action Plan suggests a number of targeted measures and a proposal for a Directive laying down the

framework for their implementation. ITS can significantly contribute to a cleaner, safer and more efficient transport system and the goal is to create the momentum necessary to speed up market penetration of rather mature ITS applications and services in Europe.

EasyWay will have a key role to play in several actions of this Action Plan and the

With the Green Paper on TEN-T policy, the Commission initiates a broad review process of trans-European transport network policy. The Green Paper considers future political and economic challenges such as the achievement of climate change objectives, further economic growth, economic and social cohesion as well as the strengthening of Europe's international role. Based on 15 years of experience with TEN-T policy, and in the light of the new

challenges, the Commission sets out objectives and proposes options for future TEN-T development. The plan also highlights the potential of ITS with regard to the development of a multi-modal TEN-T and the opportunities provided by the Galileo/EGNOS systems now high on the agenda.

The Commission currently seeks the opinion of a broad range of stakeholders on its

forthcoming TEN-T 2009 Call (field ITS) for the 2007-2013 Multi Annual Programme will expect the selected projects to make substantial progress towards its goals.

http://ec.europa.eu/transport/its/road/action_plan_en.htm

proposals before deciding on legislative proposals and other action to be taken. The Commission also foresees, as a major legislative proposal to follow from the Green Paper process, a revision of the TEN-T Guidelines.

PUBLIC CONSULTATION UNTIL 30.04.09
http://ec.europa.eu/transport/infrastructure/consultations/2009_04_30_ten_t_green_paper_en.htm

ITS AN IMPORTANT PART OF 2009 **EC TEN-T FUNDING**

The importance of the development and deployment of ITS as a European priority is further evidenced by the 2009 TEN-T Call for Proposals, which was launched on 30th March 2009 by the TEN-T Executive Agency on behalf of the European Commission. The ITS Call, part of the Multi-Annual Programme, includes an indicative budget of 100 million, and invites proposals aimed at contributing to the realisation of the action areas defined in the EC's ITS Action Plan.

Besides ITS, the Calls also include an ad hoc call as response to the European financial crisis under the European Recovery Action Plan. 500 million of existing TEN-T funds have been brought forward in order to support works to start in 2009 or 2010 and be largely implemented over this two-year period. In addition to ITS, the annual and multi-annual calls also focus on the European Rail Traffic Management System (ERTMS) and Motorways of the Seas for the funding possibilities on offer.

Proposals are invited from Member States and will be evaluated on their relevance, maturity, impact and quality. Deadline for submission is 15th May 2009. The TEN-T Executive Agency will also hold an Info Day about the Calls on 22nd April in Brussels.

<http://ec.europa.eu/tentea>

EW WORKSHOP WITH STAKEHOLDERS (HELD ON FEBRUARY 2009)

Almost 50 EasyWay partners, experts from industry and representatives from the EC (DG TREN, the TEN-T Executive Agency and DG INFSO) discussed the EasyWay service concepts for Traveller Information, Freight and Logistics and Traffic Management and explored how cooperation with industry can extend and

improve the EasyWay deployment guidelines.

All stakeholders agreed to work towards the formulation of roles for the industry, reflecting a win-win scenario for public and private partners. EasyWay will work on a first step of elaborating the different roles

for operating the services such as data collection, algorithms and information processing, mobile communication operation including broadcast and cellular, payment, maps, devices, etc, and how these services could be deployed through procurement or open market mechanisms.



EW ACTIVITY ON TRAVELLER INFORMATION SERVICES

TIS DEPLOYMENT GUIDELINES PROGRESS

European Study 1 (ES1), supported by the Traveller Information Services Expert Group (TIS-EG), has continued with the production of deployment guidelines for Core European Services during the first part of 2009. ES1 have developed the guidelines in line with the deadline and recommendations of European Study 6 Roadmap (ES6) for finalisation of the first draft by the end of March 2009.

More recently a summary document has been developed to address the issues which are prevalent to all services and guidelines within the TIS domain. Further to a summary document, a detailed review of each

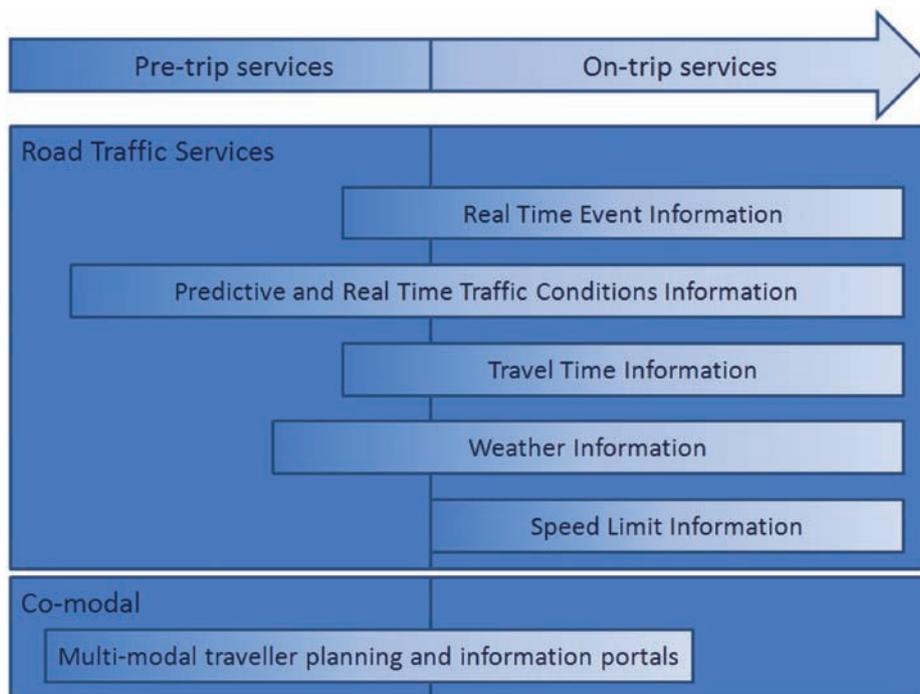
guideline was undertaken by ES1 to ensure the guidelines for harmonised traveller information services deployment were themselves harmonised in content, scope and presentation. The relationship between the six information content based guidelines and three Core Services for Traveller Information are outlined below

The decision was made to include within the summary document criteria for levels of service which are orientated to the end user and relevant to all core services and deployment guidelines.

ES1 were involved in day one of the two

day Stakeholder Workshop jointly organised by ES6 and ERTICO on 19-20th February 2009. The workshop acted as the first step in the continued involvement of industry with ITS development in Europe and the EasyWay programme. The need for corroboration and discussion was agreed by all groups present and it was also agreed that both private and public actors had a role to play in the future implementation of Pan-European ITS services.

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EXAMPLE ON BEST PRACTICE: DIGITAL RADIO IN UK

In 2007 the Highways Agency rolled out Traffic Radio, a digital radio service which provides real time up to the minute, dedicated traffic information to improve pre- and on-trip journey planning for the public.

Traffic Radio was launched in July 2007, offering 80% coverage of England. This offers travellers the opportunity to avoid

congested areas on the strategic road network and will help to relieve congestion through the real time dissemination of traffic information.

In 2008, a procurement exercise (Official Journal of the European Communities) was completed for service provision along with a tender supplier takeover. In December 2008 the project was completed as Traffic Radio was handed over to steady state.



EW ACTIVITY ON TRAFFIC MANAGEMENT SERVICES

With the idea of supporting a reflexion on deployment of harmonised Core Services for the end-user in present and future phases of the EasyWay programme, European Study 2 focuses on the traffic management services. The need to support productive cross-fertilisation and identify common ways of implementing traffic management services has been agreed upon by the stakeholders. Elaborating frameworks which can provide answers to these concerns is the very scope of European Study 2.

Following a call for participation launched during summer 2008, a first ES2 taskforce was set up in September. It evolved and now brings together more than 20 regular participants from 12 EasyWay Member States.

The Deployment Guidelines are technical documents that provide recommendations on the deployment of services in a common way with regard to the end-user. The relevance and comprehensiveness of the proposed recommendations have been ensured through the collection of best practices within the EasyWay Member States and integrated in the annex of the documents.

Thus the deliverables report the diversity of existing deployments and provide a database to elaborate recommendations in a relevant and accurate manner.

The 8 draft Traffic Management Guidelines were delivered in March after intense work from the partners and are available for consultation on the EasyWay website.

HARD SHOULDER RUNNING

Hard shoulder running enables the temporary use of hard shoulders to increase road capacity. It can be applied to bottlenecks/problem areas in the network with an intermittent recurring lack of capacity, i.e. recurring peak hour congestion, allowing the hard shoulder to be opened based on traffic demand or at fixed times (e.g. peak hours). Hard shoulder running is considered a 'quick measure' to in-

This taskforce endorsed the Deliverable 2 from the ES6 Roadmap and drafted a work programme in which 8 Deployment Guidelines out of the 3 Traffic Management Core

Services were identified to cover the scope of traffic management solutions deployed on the TERN:

Core Services	Deployment Guidelines
CS1 MANAGEMENT OF SENSITIVE ROAD SEGMENTS	Dynamic lane management
	Speed control
	Ramp metering
	Hard shoulder running
	Incident warning
CS2 TRAFFIC MANAGEMENT ON CORRIDORS AND NETWORK	HGV overtaking ban
	Traffic management on corridors and network
CS3 INCIDENT MANAGEMENT	Incident management

ES2 work programmes also include the definition of terms of reference for EasyWay Supporting European Actions to facilitate the deployment of Core Services. Work has also begun on the "Decision Support System" which is dedicated to supporting road managers implementing traffic strategies. Following the EasyWay-Ertico meeting in February, action will proceed on "Route recommendation", whereby a framework will be elaborated to identify the roles among public and private stakeholders and the potential business models to be developed in the forthcoming years.

With numerous and complex deliverables to draft, ES2 partners have been called to take their responsibilities and coordinators have been identified who are responsible for the animation of small workgroups and the consolidation of the deliverables. Vali-

ation of the draft documents is the result of collective workshops. Likewise, partnership is prominent and all of the deliverables issued by ES2 have been commonly consolidated with the Traffic Management Expert Group members to ensure the consistency and relevance of the document.

A large participation is expected - join in!

Furthermore, a close cooperation has been started with European Study ES5 in relation to the use of the DATEX II model for TMP purposes, such cooperation processes will also be carried out with ES1 and ES4.

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crease the capacity of the road network. Hard shoulder running is similar to creating a dynamic extra lane and therefore requires dynamic traffic management control. The use of existing infrastructure can be highly efficient and safe, but requires additional precautions to keep a normal safety level. Examples of precautions are lower speed limits and permanent visual control.

EW ACTIVITY ON FREIGHT AND LOGISTIC SERVICES

CORE EUROPEAN SERVICE: INTELLIGENT TRUCK PARKING

The present Deployment Guideline for "Intelligent Truck Parking" focuses on the growing need for optimised and well managed truck parking areas as well as on information provision to end-users. The development of the Intelligent Truck Parking Deployment Guideline has identified the challenges and highlighted the need for European cooperation. Experiences related to ICT have shown that there is currently no data collection system available that meets all requirements in terms of accuracy and reliability. Several technical approaches are currently being tested and therefore, in 2009, it is expected that this situation will begin to improve.

Furthermore, several studies have been carried out to learn more about truck drivers' parking behaviour. The legal and organisational aspects of this will be examined in 2009 in order to assess the effects of the occupancy information provided and full results will be available from 2010 onwards.

EasyWay Road operators and road authorities have already installed several road side information VMS to inform truck drivers about the occupancy of parking areas or of parking areas in a section. Initial installation is complete and will be increased through further deployment in 2009.

An open workshop was held 5-6th of May 2009 to support the EasyWay partners and third parties in exchanging best-practices and developing best interfaces between EasyWay deployments, service providers and end users. Edgar Thielmann (HoU, DG-TREN), who presented the European perspective of ITP and the deployment of ITS in Europe supported the event in Koblenz, Germany. A summary of the workshop results will be available in June. The subject of Truck Parking will also feature at the 2009 EasyWay Annual Forum.

CORE EUROPEAN SERVICE: ACCESS TO ABNORMAL AND DANGEROUS GOODS TRANSPORTS

The regulations for abnormal transports differ widely between the EU Member States. Furthermore, the application procedures, the application forms and the responsible authorities vary from country to country. In summary, this service will provide an enhanced access to and management of the necessary information regarding abnormal and dangerous goods transport. This ser-

vice will be provided in a standardised form for all countries, in a language understandable to the trucker/applicant and within a time frame which is acceptable to modern logistics. Guidelines were introduced at the stakeholder workshop in Brussels on 20th February 2009. All of the issues raised were deemed relevant and included within the guideline considerations.

The starting point for developing the service is the existing Transport XXL service, in the VIKING North Europe region, on the basis of which a number of service levels of increasing sophistication and automation have been developed (see information below).

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WWW.TRANSPORTXXL.EU

A good example of a possible ITS service with the potential to be a European service which currently provides a wealth of information regarding "RULES AND REGULATIONS OF ABNORMAL TRANSPORTS" in Northern Europe

The common VIKING project www.transportxxl.eu is an internet information service system concerning the different rules and regulations for permission in the various European countries.

Hauliers who carry out transports crossing several countries can check whether their transports are classified as abnormal transports in the specific countries and find the authorities and responsible persons to be contacted directly. The haulier is also informed about any additional requirements that may apply through the same

medium (e.g., vehicle length restrictions, type of suspension). Furthermore, the hauliers can download the respective application forms. The Web service also includes a Forum Platform for the exchange of information between and within the user and operator groups.

The web service is multilingual, i.e. available in

Danish, Finnish, German, Norwegian, Swedish and English.



ES4 ON THE TRACK

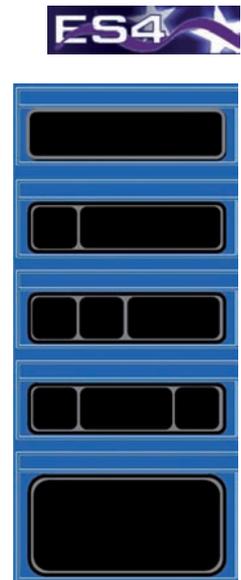
Activity on ES4-Mare Nostrum (VMS harmonisation) is based on three main coordinated assets as follows: the elaboration of the Working Book (compilation of national VMS practices concerning relevant road/traffic situations), the performance of empirical studies following the 4-step method (tests intended to obtain comprehensible and shareable pictograms and symbols that ease the harmonisation task) and the development of the ES4 Guidelines (unique, Europe-wide VMS design recommendations for a number of road/traffic situations and applicable to five different VMS-types, from text only to full matrix).

Don't miss the new working book!

The new version of the Working Book (2009) is ready, integrating more countries than the 2006 version (from 4 to 9) and

also more road/traffic events (from 16 to 34). The first version of the ES4 Guidelines is also forthcoming and will include general and specific design principles for each of the 5 VMS types along with recommendations for 8 road/traffic events. It is interesting to note that contents of the Working Book (showing problems) and the ES4 Guidelines (showing solutions) run in parallel. Hence, the future ES4 Guidelines will show harmonised recommendations precisely for the 34 disharmonised situations shown by the current version of the Working Book. It is also noticeable that UNECE's Working Party on Road Safety (WP.1) has recently issued a Consolidated Resolution 2 (i.e., dealing with road signing) that includes pictograms and rules applicable to VMS (<http://www.unece.org>). This important effort towards harmonisation at the UN level, which also included the contribution of some ES4 members, will have positive, di-

rect consequences on the elaboration of the ES4 Guidelines. Last but not least, new partners have joined ES4 as, late in 2008, Greece, Hungary, Denmark and Austria asked to join France, Italy, Portugal, Netherlands, Slovenia, Spain, Sweden, Republic of Ireland, and United Kingdom and participate in ES4. Little by little ES4 is becoming 'more European', so to speak!



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DATEX-II SITUATION

The European Study 5, DATEX II was launched in November 2008, involving 10 Member states who represent more than 90% of European TERN Traffic.

The main objectives of ES5 are to increase the usage of DATEX II, to support its users and to standardize the technical specifications.

The ES5 Strategic Group, the leading body of ES5, decided to elaborate a Deployment Guideline that will lay the foundations for the next EW Program starting in 2010. The guideline identifies the requirements for DATEX II services and describes the important links from Data Exchange Technology to other ITS services like Traffic Management and Traffic Information. It will be relevant for the realisation of many goals

stated in the proposal for the European Commission's ITS Action Plan.

In parallel to this the development of DATEX II based traffic information applications is accelerating in many European Countries. Sweden's road authority Vägverket has already completely migrated its systems to DATEX II and large Implementation Projects in France (TIPI), the Netherlands (National Data Warehouse) and the UK are all using the existing specifications for their modelling and exchange tasks.

Furthermore, in the area of cross-border traffic management, DATEX II is increasingly being applied, with Spain and Portugal establishing one of the first links.

The DATEX II technical group has set itself targets for publishing a release and stan-

dardization schedule, re-launching the DATEX websites and organising a DATEX II user forum at the end of 2009. The forum in particular will strengthen links to the many DATEX II users that are outside of the current scope of EasyWay. Anyone interested can contact the ES leader or the TG leader (see above) in order to be kept updated on the preparations for this event.

ES5 is continuously looking into new requirements from relevant areas of traffic management. VMS publications and the area of dangerous goods telematics are among the most urgently needed by stakeholders in the ITS field.

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MORE INFORMATION? www.easyway-its.eu



On the EasyWay website you can find anything you need relating to the project. First of all, don't forget to login as there is a lot of information which is not accessible to the general public.

You will find a calendar with all of our forthcoming events and meetings, all of our contact details by Euro-region, European Study or Expert Group and, of course, all of our documents. Don't

forget to review and provide feedback on the proposed Deployment Guidelines on European ITS Core Services!

WHERE TO FIND EASYWAY?

The EasyWay project will host a "special session" and be present on the EC display stand throughout the 16th ITS World Congress in Stockholm between 21st and 25th September 2009. Come and talk to us about ITS services for EU citizens!



in the EC stand

And don't miss our next

**EasyWay Forum Vienna.
17th-19th November 2009**

Candidate projects for Awards to Best Practices will be nominated!

http://www.easyway-its.eu/AF2009_Wien.htm

**SEND AN ABSTRACT BEFORE 31st MAY!
CHECK REGULARLY OUR EW WEB PAGE**

**SCIENTIFIC ASPECTS?:
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**LOGISTIC ASPECTS?:
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FIRST EWMONTHLY DISTRIBUTED IN FEBRUARY!

EWMonthly will be distributed at the end of each month and will allow you to follow the progress, you will find the news, the most important uploaded documents, ...with just 1 click. Moreover it is also distributed to external stakeholders.

**ANY COMMUNICATION ACTIVITY?:
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EasyWay is a project co-financed by the European Commission (DG TREN)

www.easyway-its.eu

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