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Transport Network ITS Spatial Data Deployment Platform

General Assembly meeting 17 June 2014 - draft minutes

Date : 17 June 2014
Venue : Messekeskus, Helsinki
Time : 07:15 - 08:45

Attendance

See the separate list at the end of this document.

Minutes

Opening an Welcome

The meeting is opened by Hermann Meyer, CEO, ERTICO - ITS Europe.

ERTICO is a partnership of 110 members with the purpose to ensure effective development and deployment of ITS services in Europe. An important activity of ERTICO concerns platforms, which have their own membership, structure and budget, and take their own decisions, while closely cooperating with the ERTICO Partnership. Of the five current ERTICO Platforms, TN-ITS is maybe the most basic. It is about the exchange of spatial data, and digital maps are a key element of ITS. TN-ITS shows in the best way possible the engagement of public authorities in ITS. This activity has already some history, but good things need some time. TN-ITS implements part of the ITS Directive, which was decided upon by the Member States, therefore it is important that the Member States participate in this activity. In addition it is closely related to the INSPIRE Directive. Both Claire Depré and her colleagues of the DG MOVE ITS Unit, and Francesco Pignatelli and his colleagues of the JRC are thanked for their engagement and support. Attending representatives of Member States that are not yet a member of TN-ITS are encouraged to decide to become a member.

Keynote speech

Claire Depré, Head of Unit, European Commission, DG MOVE

The ITS Unit of DG MOVE is currently actively working on developing with Member States the Specification (b), under the ITS Directive, on real-time traffic information (RTTI). Quality of data has been identified as a crucial determinant for service quality. This also relates also to the geographical data TN-ITS is working on, as such data are basic for any RTTI service, and therefore we welcome the work of this group. Another element to mention is, that while the ITS Unit has worked for may years on road-related data, the focus is now shifting more and more towards multi-modality. The issue is often to translate concepts into concrete actions to support their realisation. Quality of road-related data will also help to move multi-modality forward. Yesterday a roadmap was published on a multimodal journey planner making a link between RTTI and the work of Specification (b) on access and availability of data.

Also discussions re ongoing with Member States on how Specification (b) can be linked with INSPIRE. By putting all our forces together we can really move things in the right direction.

Kees Wevers (KW), President of TN-ITS, thanks both speakers for their valuable contributions in support of TN-ITS, and continues with the remainder of the agenda. This contains a few formal items, and other non-formal items. Much of what was presented and discussed is included in the presentation that was used at the meeting, and is not repeated here. Relevant slide(s) will be pointed to. For this reason, the presentation, which is available from the TN-ITS web site (see the link under Reference at the end of this document), forms an integral part of these minutes. In this document the decisions on the formal items are included, as well as summaries of some additional statements and highlights of the discussion.

Adoption of the draft minutes of the first General Assembly

Slide 4. The draft minutes are available on the TN-ITS web site. The proposed changes to the draft minutes were adopted. With these changes taken into account, the minutes were adopted.

Report of the Board

Slides 5/10. The report is available at the TN-ITS web site, and was handed out in hard copy. KW highlights some elements of the report, as included in the slides. Concerning slides 9 and 10 on membership: the current (founding) members are represented in dark blue, The Netherlands in light blue, as interest was shown to become a member, and France in even lighter blue, as positive discussions concerning membership took place early in the year. The report is then adopted without changes.

WG progress and work plan

KW presents WG 1 - Location referencing (slides 11/12), and WG 2 - Specifications and standardisation (slides 13/16), as the Working Group Leaders are not able to attend the General Assembly meeting.

Anna Johansson Jacques, Leader of WG 3 - Implementation support, presents the slides (17/19) of this working group. Concerning the item "contents of Demo Kit", a discussion with WG 4 is envisaged, to avoid overlaps.

KW presents WG 4 - Generic tools and reference implementation, which is not yet active, as the WG Leader is not able to attend the GA.

Nick Illsley, Leader of WG 5 - Policy, awareness, dissemination and liaison, presents the slides (21/24) of this working group, but especially elaborates in his talk on what the message of WG 5 should be, summarised in the next paragraph.

For spreading the message of TN-ITS, it is important to identify the right people to talk to. One cannot talk to member states, only to individuals. To get those people engaged, a more clear story needs to be painted why we are doing this. Just a statement that this work links with INSPIRE and ITS is not enough. A way of defining the art of doing policy is that it is to answer the question "What I would like to be true in the future?", and to fill in what that is. And the answer is not INSPIRE and ITS, but concerns the roadmap towards the way roads and vehicles will operate and interact in the future. Connected driving, and automated driving. Part of that is knowing which vehicle is where. Underpinning an awful lot of this stuff is just basic spatial awareness, using spatial data, which is mostly fixed, but sometimes changes, due to changes in road attributes and network. Immediate implementation of such changes in the spatial data is highly important. In the meetings of the last year on the ITS Directive Specification (b) we have noticed that there is a substantial overlap between INSPIRE and

ITS, but that not all experts are aware of has already been signed up to for INSPIRE. It is insufficiently realised that this is just add-on. Therefore, the message that needs to be painted for the coming year is that this is important because it is part of the roadmap to connected and automated driving, and that it is not that much of a burden because Member States have already signed up to INSPIRE, and that this only adds that little bit more. If that story can be conveyed, people will engage.

Report of the Treasurer

Ahmed Nasr of HERE, and Treasurer of TN-ITS, presents his report (slides 25/27). The funding in 2013 was entirely provided by ERTIC and the NPRA. Both organisations are thanked for their contribution to making TN-ITS happen. The report as provided is adopted.

Amendment to the Terms of Reference

KW presents this topic (slides 28/29), which entails to reduce the number of membership categories to two, for the time being named Core members and Supporter members, and to leave it to the Board to find better names. The proposed change is adopted.

Nomination of Board members

KW presents this topic (slide 30), which was referenced in the agenda as "Nomination of invited association to the Board". The proposal as included in the slide was adopted.

Next steps, discussion, any other business

KW moderates this last part of the agenda (slide 31).

He start by saying that all involved will continue their efforts to make this all happen, with the hope that it will be possible to attract new members, and to convey the importance of the work of TN-ITS. It is important to realise that progress may sometimes be slow. But as long as progress is made, we are on the right track. As Hermann already mentioned: good things need some time. And (as reported by Trond), even in the Nordics, in Norway, where the digital map data infrastructure and the related processes are quite advanced, they have not yet managed to get all municipalities properly involved.

KW then also mentions one important item that was not in the slides. Besides the 8 founding Active (or Core) members, TN-ITS has currently four Supporter members: the University of Stuttgart, the University of Leeds, the Digital Roadmap Association of Japan, and the Fraunhofer FOKUS institute.

Oliver Carsten (University of Leeds, UK; also representing the European Traffic Safety Council, ETSC, Brussels) brings up that sometimes very basic road-related information, like curvature and gradient, is not available. Would it in this respect not be better to move ahead in two stages, require the basic information first, and do less basic information like on traffic signs and speed limits later. KW responds that the TN-ITS framework in principle is able to transfer information on changes in any road-related information, the TN-ITS specification in this respect is very flexible. Even, as was recently discussed quite a lot, and also Claire pointed to this, public transport information like for instance bus stops. Once TN-ITS is implemented, it depends on the update information available, what can be transferred. Apart from that, the focus of TN-ITS is on attributes that change frequently, which is not the case for curvature and gradient. However, and as Trond also points out, curvature and gradient were in (the bottom) of the list of high-priority attributes that was compiled in the MAPS&ADAS project based on a survey under car manufacturers.

Marcel Otto (Rijkswaterstaat, The Netherlands) asks to mention some concrete results that were achieved in the past year. To tell a story like Nick told, I need information on some

concrete results. KW answers that activities are ongoing, but do not always immediately lead to concrete results. As indicates before, for TN-ITS, the thinking should not be in terms of one year or two years. These are long-term processes, especially for countries that are lagging behind in their digital infrastructure. But on the other hand, for instance, the Transportation Pilot that is being set-up together with the INSPIRE community, certainly will lead to near-term results in terms of TN-ITS implementation. Anna adds that one very concrete result is the already existing light implementation of the TN-ITS data flow from the Swedish Transport Administration to one of the ITS map providers, have implemented the use of these data in its production environment, while right at this moment work is ongoing to do a similar implementation at ITS map provider HERE. That is also a reason why work is being done in WG 3 on implementation guidelines, to provide the experience from those implementations to other members. Marcel states that they have a system for publishing updates, but that they still have some problem translating it into a database, and also that location referencing is still an issue. KW Having such issues may provide an incentive to join TN-ITS, to join forces, work together, and exchange experiences.

Marcel then elaborates on the relation between INSPIRE and the Delegated Act, or the non-paper for Action (b). Especially concerning the question if INSPIRE procedures and infrastructure shall be used to work on static data, or if something else is needed, if something needs to be added. That is still unclear, while the Delegated Act will be fixed by the Commission in one month. Francesco Pignatelli (JRC) mentions that the JRC is now working with the colleagues of DG MOVE on this. KW adds that the TN-ITS specification, which can be used in this respect, is already highly aligned with INSPIRE. It is embedded in the INSPIRE infrastructure, it is not something completely different. But on the other hand is a very specific method for providing very specific information. Maxime adds that what INSPIRE currently offers is not very useful for ITS applications. To make it useful, certain data need to be added. This can be done through the mechanism as proposed by TN-ITS, which can make use of elements of INSPIRE in which Member States have to invest anyway, such as discovery services and publication services. Which data types need to be added is defined in the TN-ITS specification. TN-ITS is flexible for the types of data it can handle. For instance, following recent discussions with Austria, it became clear that multi-modal information data types need to be added to the data dictionary.

Ahmed then invites those who are for the first time attending today to give feedback or make comments, to indicate what is their impression.

Roman Srp, the new Chair of the Network of National ITS Associations (ITS Nationals for short), as successor of Jennie Martin, wonders what is exactly expected from the partnership with ITS Nationals. Although there is probably a lot of data available in different countries, the situation of these data is also very different in these various countries. Maxime answers. As ITS Nationals has a wide membership across Europe and is active in the ITS arena, ITS Nationals can help TN-ITS to spread the message concerning the benefits that this approach can bring, not only to public authorities, but also to organisations that create services for which these data are relevant.

Kai Feldkamp (Rijkswaterstaat, The Netherlands) states that he very much appreciates the aims of TN-ITS, and the effort being done in the working groups. TN-ITS is an initiative to be supported. A relevant question how to determine the choice between Core member and Supporter member, that is not completely clear. KW explains that parties that form the data chain (data providers and data users) are expected to apply for Core membership, while the Supporter membership is reserved for other parties involved who are not data providers or data users, but are interested in this topic, are working on parts of this topic, on solutions.

Matti Pesu (Finnish Transport Agency, Finland) asks what would be a critical mass of members, and if we are there already. KW answers that in his opinion the current size of the TN-

ITS membership is clearly below what could be considered as a critical mass. Membership, as was shown in the slides, is very much concentrated in NW Europe. TN-ITS needs to progress to other parts of Europe, because for working together, a more substantial number of members is needed. Maxime adds that for the ITS map providers active involvement of, and implementation of the TN-ITS data chain in what is called the big five is essential: the UK, Germany, France, Italy and Spain. The UK is a member, discussions with Germany and France are ongoing, while for Italy and Spain, despite attempts to make contact, no progress was made so far.

No more questions being raised, KW thanks the attendees for that participation, and closes the meeting, again pointing to the session on the Transportation Pilot being held, in this room on Wednesday, as a joint session with the INSPIRE Congress in Aalborg.

List of attendees

Hermann Meyer	ERTICO - ITS Europe
Maxime Flament	ERTICO - ITS Europe
Claire Depré	European Commission DG MOVE
Francesco Pignatelli	European Commission JRC-ISPRA
Melander Markus	Finnish transport agency
Matti Pesu	Finnish transport agency
Ahmed Nasr	HERE
Johana Borup	HERE
Tanja Jorzig	HERE
Fütyú István	Hungarian Ministry of Transport
Roman Srp	ITS Czech
Trond Hovland	ITS Norway
Jennie Martin	ITS UK
Jun Shibata	Japan Digital Roadmap (DRM)
Jens Peder Kristensen	KeyResearch
Kai Feldkamp	Rijkswaterstaat NL
Hans Nobbe	Rijkswaterstaat NL
Marcel Otto	Rijkswaterstaat NL
Olaf Vroom	Rijkswaterstaat
Thomas Benz	PTV
Kees Wevers	TN-ITS / ERTICO - ITS Europe
Anna Johansson-Jacques	Trafikverket
Anna Gabrielsson	Trafikverket
Natalia De Estevan-Ubeda	Transport for London
Per-Olof Svensk	Triona
Nick Illsley	UK Department for Transport
Oliver Carsten	University of Leeds

Reference

Link to presentation at the General Assembly:

<http://tn-its.eu/docs/tn-its/140617-TN-ITS-Presentation-to-the-GA-v03.pdf>