TRANSPORT COMMUNITY
The Permanent Secretariat

ROAD TECHNICAL COMMITTEE

2nd Meeting, 17th of June 2020

Agenda

TRANSPORT COMMUNITY
The Permanent Secretariat

Road Technical Committee

Virtual Meeting
Wednesday 17th June, 2020 – 10.00-12.00 a.m.

10.00-10.10	**Opening of the meeting** – Mr. Alain Baron, *interim director of TC Permanent Secretariat*
10.10-10.30	***Stocktaking since 1st Road Technical Committee Meeting***
	The Permanent Secretariat will present shortly the progress during this period.
	Discussion: Where do you stand with the submission of the requests from the last meeting?
	Short update on the activities carried out by each RP during this period in relation to road maintenance, ITS etc and Covid-19 and its impact on road transport.
10.30-11.00	***Directive 2010/40/EU of the European Parliament on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport***
	Presentation by ITS Road Expert (M. Dimitrovus) of the ITS Directive, difficulties in the implementation, example from EU MS, Reporting required, KPIs etc.
	Discussion 5 min – Q&A and sharing experience of the RP that have already started with the partial approximation
11.00-11.30	***Road User Charging –Current systems and interoperability issues***
	Presentation by TCT Secretariat on the current situation at WB6 and by RUC Expert (J. Czako) on interoperability issues with e-tolling, phase 1 to align the RPs with systems already in place and phase 2 other RPs to follow in order to avoid future interoperability issues
	Discussion 5 min Q&A
11.30-11.45	***Draft Road Action Plan – Comments, deadline, etc***
11.45-12.00	***Closing remarks***

TRANSPORT COMMUNITY
The Permanent Secretariat

STOCKTAKING - COVID 19 IMPACT ON ROAD TRANSPORT

Joint Proposal of TCT Secretariat and CEFTA aiming at keeping freight road transport running through internal WB borders, along the main TEN-T corridors.

Three aspects were taken in consideration:

- Prioritizing a certain typology of goods (medicines / food) -> CEFTA
- Setting a stronger coordination of the actions between Border Crossing authorities, at the borders (sanitary checks for instance) or upstreams through a better exchange of information between the administrations
- Defining « green lanes » to give priority to the type of traffic ones defined above;

In addition a coordination mechanism was set in place and managed by the TCT Secretariat for a daily reporting of the situation and to remedy to problems encountered at the borders

The TCT also provided a regular information on BC situation waiting time at EU-WB borders from mid-March

TRANSPORT COMMUNITY
The Permanent Secretariat

STOCKTAKING – ROAD MAINTENANCE PLANS

REGIONAL PARTICIPANT	INFORMATION RECEIVED
Albania	The RRMSP (Results-based Road Maintenance and Safety Project), December 2021. Plans beyond 2021 are not prepared yet
Bosnia and Herzegovina	Partial submission only from FBIH
North Macedonia	No submission
Kosovo	No submission
Montenegro	No submission
Serbia	SLA document for 2021-2024 is ongoing. A very restrictive maintenance budget of RSD 15.5 billion (approx. 130ml Euro) has been adopted for 2020 with all expenses and commitments carried over from 2019. The plans 2021 - 2024 not yet ready

TRANSPORT COMMUNITY
The Permanent Secretariat

ITS DEPLOYMENT

TRANSPORT COMMUNITY
The Permanent Secretariat

ITS – Overview Western Balkans

Regional Participants	Transposition of	ITS Strategy/Action Plan
	ITS Directive 2010/40/EU	
Albania	Partially transposed	WB support
Bosnia and Herzegovina	No	No
North Macedonia	No	WB support
Kosovo*	Drafted, public consultation ongoing	No
Montenegro	No, planned	No
Serbia	No	WB support

TRANSPORT COMMUNITY
The Permanent Secretariat

DIRECTIVE 2010/40/EU OF THE EUROPEAN PARLIAMENT ON THE FRAMEWORK FOR THE DEPLOYMENT OF INTELLIGENT TRANSPORT SYSTEMS IN THE FIELD OF ROAD TRANSPORT AND FOR INTERFACES WITH OTHER MODES OF TRANSPORT

Input for Conference call on 17.06.2020

MARIOS DOMOXOUDIS,
DOMOTEK CONSULTING

Overview of E.U. ITS Framework

- The **ITS Action Plan** was adopted on 16 December 2008 (COM (2008)886) and set out a policy agenda for the deployment of ITS.

- **ITS Directive 2010/40/EU** entered into force in August 2010 and established a legal framework to support the deployment of ITS.
  - Following up the directive, a set of Delegated Acts complement the ITS Directive

The Action Plan and the Directive work together to support the coordinated and coherent deployment of interoperable ITS across Europe.
The Action Plan sets the broader framework, while the ITS Directive and its delegated acts provide the legal framework intended to help accelerate deployment.

EU wide ITS Action Plan

- **Action area 1:** Optimal use of road, traffic and travel data
- **Action area 2:** Continuity of traffic and freight management ITS services on European transport corridors and in conurbations (e.g RUC)
- **Action area 3:** Road safety and security

Action area 4: Integration of the vehicle into the transport infrastructure

Action area 5: Data security and protection, and liability issues

Action area 6: European ITS cooperation and coordination

EU Legal ITS Framework

1 Directive **5 Delegated Acts** **185 Standards**

DIRECTIVE 2010/40/EU Priority Actions:

a) the provision of EU-wide multimodal travel information services;

b) the provision of EU-wide real-time traffic information services;

c) data and procedures for the provision, where possible, of road safety related minimum universal traffic information free of charge to users;

d) the harmonized provision for an interoperable EU-wide eCall;

e) the provision of information services for safe and secure parking places for trucks and commercial vehicles;

f) the provision of reservation services for safe and secure parking places for trucks and commercial vehicles

Reporting

Priority Action	Reporting Requirements
Delegated Regulation No 2017/1926 on the provision of EU-wide multimodal travel information services	Every other calendar year: • Progress • Geographical coverage and extent of data • Results of compliance assessment • Other relevant information
Delegated Regulation No 2015/962 on the provision of EU-wide real-time traffic information services	Every two calendar years: • Progress • Geographical coverage, extent of data and its quality • Results of compliance assessment • Description of any changes to the NAP or to priority zones
Delegated Regulation No 886/2013 on the provision of road safety-related information	Every calendar year: • Progress, criteria used to define its quality and measures to monitor its quality • Results of compliance assessment • Description of any changes to the NAP
Delegated Regulation No 885/2013 on the provision of information services for safe and secure parking places for trucks and commercial vehicles	Every calendar year: • Number of different parking places and parking spaces on their territory • Percentage of parking places registered in the information service • Percentage of parking places providing dynamic information

KPIs

KPI Category	KPI name
Deployment	Information gathering infrastructures / equipment (road KPI)
Deployment	Incident detection (road KPI)
Deployment	Traffic management and traffic control measures (road KPI)
Deployment	Cooperative-ITS services and applications (road KPI)
Deployment	Real-time traffic information (road KPI)
Deployment	Dynamic travel information (multimodal KPI)
Deployment	Freight information (multimodal if possible, or road KPI)
Deployment	112 eCalls (road KPI)
Benefit	Change in travel time (road KPI)
Benefit	Change in road accident resulting in death or injuries numbers (road KPI)
Benefit	Change in traffic-CO2 emissions (road KPI)
Financial	Annual investment in road ITS (as a % of total transport infrastructure investments)
Financial	Annual operating & maintenance costs of road ITS (in €/km network covered)

Common ITS Deployment Barriers / Mistakes

- **Trust issues between stakeholders.** Unclear distribution of responsibilities and an absence of agreements on service ownership.
- **No clear vision or governance - Incoherent and unfocused ITS deployment.** No clear vision on how to make best use of ITS tools to achieve the various EU policy objectives (in transport, environment, energy, industry, etc.). Nor was there a clear vision of who would lead the deployment in certain areas (private or public sector).
- **ITS development and deployment limited in functional and geographical scope.** Public authorities and decisionmakers in several Member States were not fully aware of the potential benefits offered by ITS.
- **Lack of interoperability of applications, systems and services – Fragmented ITS deployment.** Industry and private players active in the development of ITS had been developing 'all in' proprietary solutions based on limited sharing of content or required components. This often led to **costly, standalone applications and services requiring high start-up investments** and increasing risks of market failures for the development of services that can be regarded as quasi-public goods (e.g. continuous cross-border services).
- **Administrative/technical barriers.** No clear rules governing the collection and exchange of (traffic) data and privacy matters.

3 steps towards a Single and Innovative European Transport System

- **Establishment and adoption of legislation, standards and specifications**
  - Standards and specifications are required to establish common principles for ITS deployment and ensure compatibility, interoperability and continuity of services. Specifications have been implemented as planned for five out of six priority actions (through Delegated Regulations), and other relevant standards (**CEN TC 278**) have also been adopted (e.g. DATEX II for the exchange of data).
- **Development and deployment of national access points (NAPs)**
  - The implementation of national access points (NAPs) is important to allow data to be shared and is a prerequisite to facilitate the wider development of ITS services.
- **Development and deployment of ITS services**
  - Ensuring availability of the relevant data and ITS infrastructure is expected to lead to the deployment of continuous EU-wide services.

TRANSPORT COMMUNITY
The Permanent Secretariat

Contact

Marios Domoxoudis

Domotek Consulting

Ipirou 76, 41222, Larissa, Greece

Mobile/WhatsAPP: +306945870141

Skype: mdomoxoudis

Email: mdomoxoudis@domotek.gr

LinkedIn: www.linkedin.com/in/marios-domoxoudis

DOMOTEK
Consulting Engineers

TRANSPORT COMMUNITY
The Permanent Secretariat

ROAD USER CHARGING

Nerejda Hoxha, Desk Officer for Road Infrastructure and Policies

Transport Community the Permanent Secretariat

TRANSPORT COMMUNITY
The Permanent Secretariat

RUC – Overview Western Balkans

REGIONAL PARTICIPANT	NATION WIDE/SECTION RUC	MANAGING AUTHORITY
Albania	Section based - 100 km Rruga Kombit	Private operator - 30 year concession contract
Bosnia and Herzegovina	Nation wide	Public - Autoceste FBiH/Autoputevi RS
North Macedonia	Nation wide	Public - Agency for State Roads
Montenegro	Section based - Sozina tunnel	Monteput d.o.o (state owned)
Serbia	Nation wide	Public - Public Enterprise Roads of Serbia
Kosovo*	There is no tolling	-

RUC – SYSTEMS IN PLACE

REGIONAL PARTICIPANT	INFRASTRUCTURE/TECH.	PAYMENT OPTION
Albania	Toll plazas/DSRC 5.8 GHz	Cash
Bosnia and Herzegovina	Toll plazas/DSRC 5.8 GHz	Cash, card and e-tolling (ACC tag device)
North Macedonia	Toll plazas/DSRC 5.8 GHz	Cash, cards, e-tolling with non-contact smart cards and ACC tag device
Montenegro	Toll gate	Cash, card, e-tolling (smart card system issued by Monteput d.o.o)
Serbia	Toll plazas/DSRC 5.8 GHz	Cash, card e-tolling (ACC Tag device)

TRANSPORT COMMUNITY
The Permanent Secretariat

RUC – INTEROPERABILITY

REGIONAL PARTICIPANT	Transposition of Directive 2004/52/EC on the interoperability of electronic road toll systems amended by Directive 2019/520/EC
Albania	No
Bosnia and Herzegovina	Partial transposition of 2004/52/EC
North Macedonia	No
Montenegro	No
Serbia	Partial transposition of 2004/52/EC
Kosovo*	-

All systems already in place, while different, are all distance-based, potentially interoperable – What is next, EETS?

TRANSPORT COMMUNITY
The Permanent Secretariat

MOVING FORWARD
CONSULTING

ROAD USER CHARGING

THE WAY TO INTEROPERABILITY FOR THE SIX WESTERN BALKAN COUNTRIES AND WITH THE EU

Input for Conference call on 17.06.2020

JOSEF A. CZAKO, PRESIDENT & CEO, MOVING FORWARD CONSULTING

RUC SITUATION IN WB6 COUNTRIES
COMPLEX AND FRAGMENTED

RUC – Overview Western Balkans

REGIONAL PARTICIPANT	NATION WIDE/SECTION RUC	MANAGING AUTHORITY
Albania	Section based - 100 km Rruga Kombit	Private operator - 30 year concession contract
Bosnia and Herzegovina	Nation wide	Public - Autoceste FBiH/Autoputevi RS
North Macedonia	Nation wide	Public - Agency for State Roads
Montenegro	Section based - Sozina tunnel	Monteput d.o.o (state owned)
Serbia	Nation wide	Public - Public Enterprise Roads of Serbia
Kosovo*	There is no tolling	-

Source for the 3 slides used on this page by Nerejda Hoxha

RUC – SYSTEMS IN PLACE

REGIONAL PARTICIPANT	INFRASTRUCTURE/TECH.	PAYMENT OPTION
Albania	Toll plazas/DSRC 5.8 GHz	Cash
Bosnia and Herzegovina	Toll plazas/DSRC 5.8 GHz	Cash, card and e-tolling (ACC tag device)
North Macedonia	Toll plazas/DSRC 5.8 GHz	Cash, cards, e-tolling with non-contact smart cards and ACC tag device
Montenegro	Toll gate	Cash, card, e-tolling (smart card system issued by Monteput d.o.o)
Serbia	Toll plazas/DSRC 5.8 GHz	Cash, card e-tolling (ACC Tag device)

RUC – INTEROPERABILITY

REGIONAL PARTICIPANT	Transposition of Directive 2004/52/EC on the interoperability of electronic road toll systems amended by Directive 2019/520/EC
Albania	No
Bosnia and Herzegovina	Partial transposition of 2004/52/EC
North Macedonia	No
Montenegro	No
Serbia	Partial transposition of 2004/52/EC
Kosovo*	-

All systems already in place, while different, are all distance-based, potentially interoperable – What is next. EETS. single regional system?

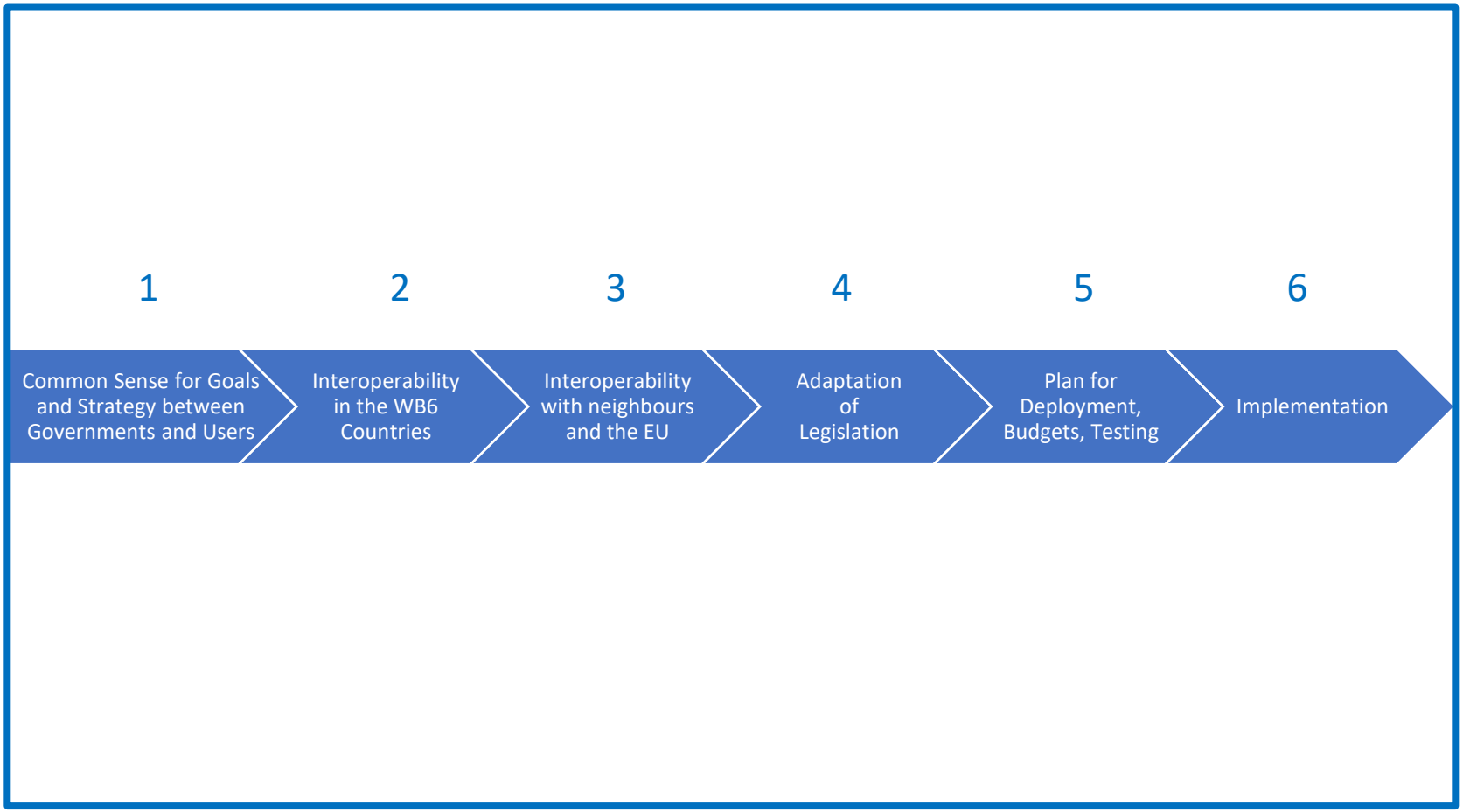
SUSTAINABILITY GOALS FOR RUC

- Easy to use: for all national and international users, for light vehicles, heavy goods vehicles, motorcycles, etc.
- Efficient and safe – no need to stop for payment
- Foster the environment (tariff, intelligent mobility)
- Interoperable
- Low cost - investment, operation, maintenance
- Applicable to all roads, all modes of operation, all tariffs, …

INTEROPERABILITY GOALS FOR RUC

- One Contract
- One Device
- Firstly, between all 6 Western Balkan States, and secondly, with neighbouring countries and the EU
- Sustainable and harmonized tariffs
- Cross-border enforcement
- Consideration of ITS, Value Added Services, City applications (e.g. parking)

MAIN STEPS TO INTEROPERABILITY



TRANSPORT COMMUNITY
The Permanent Secretariat

MOVING FORWARD
CONSULTING

Thank You!
Discussion.
Next Steps?

CONTACT
Josef A. Czako, CEO
MOVING FORWARD CONSULTING UG (Ltd.)
Zur Marterkapelle 89, 53127 Bonn, Germany
Mobile +49 151 2919 5810
Mailto: josef.czako@moving-forward-consulting.com
Web: www.moving-forward-consulting.com

TRANSPORT COMMUNITY
The Permanent Secretariat

ROAD ACTION PLAN

Nerejda Hoxha, Desk Officer for Road Infrastructure and Policies

Transport Community the Permanent Secretariat

DRAFT ACTION PLAN – TA NEEDS

1. Establishing functioning and efficient road maintenance system

- Setting up RAMS/Service Level Agreement

2. ITS Deployment in Core/Comprehensive Road Network

- Exchange of experience with EU MS
- Interoperability RUC etc

3. Improving road transport resilience

- All actions identified as TA needed

TRANSPORT COMMUNITY
The Permanent Secretariat