Status of TF 2 on Enablers and barriers

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Task Force 2

- Identify enablers (=opportunities) and barriers (=issues still to be tackled) for TM2.0

- Prioritise them according to importance / severity and easiness to implement / overcome

- Propose mitigation strategies

Methodology

- Discussions between TF2 members
- Expert consultation with external stakeholders
- Five areas: technical, organisational, business-related, legal and conceptual

Technical enablers

- High penetration of navigation devices (can be used to communicate TM2.0 plans and procedures to individuals)

- Increase in penetration of reliable traffic information (data generated by "mobile" users)

Technical Barriers

- Lack of compatibility with legacy systems (upgrades will be needed)
- Lack of interface standardization for route/traffic management plan data between vehicles and service providers (standardisation is needed)
- Lack of common standards for vehicle probe data and slow progress in standardization (idem)
- Need for a mechanism for open location data (agreed among involved actors)
- Long transition period to reach sufficient penetration of vehicles and compatible TMC's (lighthouse projects are needed)
- Need for correct mobile network dimensioning (100% mobile strategy should be followed for TM2.0)

Organisational Enablers

- Progress of Cooperative ITS data policy in Europe (real time traffic data will be a reality soon)

Organisational barriers

- Lack of Security Infrastructure for Cooperative Vehicle Data (PKI should be put in place)

- Need for common data formats for intermodal traffic information (agreement should be reached)

Business-related barriers

- No clear return of investment for involved actors (should be made clear, not only monetary profit, but also social impact)

- Users' Privacy concerns (procedures in place, should be made clear to users)

Legal barriers

- Liability problems in case of wrong data provision (information should be considered as recommendation, clarify all possible issues in any case)

- Unspecified ownership of data (rather to car owner, but has to be officially agreed)

Conceptual barriers

- Concerns about the reliability of exchanged data (possibly certify service providers)
- Political acceptability (explicit policy should be in force)

Prioritisation

- **Impact priority:** -5 (very severe barrier) to +5 (very important enabler)

- **Implementation priority:** 0 (very difficult to implement or to overcome) to +5 (very easy to implement or to overcome).

Short name of the barrier or enabler	Impact	Implementation
Technical		
High penetration of Navigation Devices	4.71	3.57
Increase in penetration of reliable traffic information	4.33	3.33
Lack of compatibility with legacy systems	-2.57	2.00
Lack of interface standardization for route/traffic management plan data between vehicles and service providers	-3.20	3.20
Lack of common standards for vehicle probe data and slow progress in standardization	-2.43	2.43
Need for a mechanism for open location data	-2.14	1.86
Long transition period to reach sufficient penetration of vehicles and compatible TMC's	-2.71	1.57
Need for correct mobile network dimensioning	-1.29	2.00
Organisational		
Progress of Cooperative ITS data policy in Europe	3.14	2.67
Lack of Security Infrastructure for Cooperative Vehicle Data	-1.29	1.29
Need for common data formats for intermodal traffic information	-1.43	2.71
Business-related		
No clear return of investment for involved actors	-2.29	3.43
Users' Privacy concerns	-1.29	3.43
Legal		
Liability problems in case of wrong data provision	-0.57	3.86
Unspecified ownership of data	-2.00	3.29
Conceptual		
Concerns about the reliability of exchanged data	-1.71	2.57
Political acceptability	-2.14	2.71

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TRAFFIC MANAGEMENT

Next actions

- Propose detailed mitigation strategies, starting from most sever barriers, i.e. :

- Identify gaps where standardisation actions are needed

- Prepare a return of investment proposal, taking also into account non-monetary impact

- Other…..