





# THE EASYWAY PROJECT FOR A HARMONIZED DEPLOYMENT OF ITS SYSTEMS IN EUROPE

EasyWay is the first European project on Intelligent Transportation Systems (ITS) aimed at defining and sustaining the use of the most updated technologies applied to road transportation.

**EASYWAY ONLY BEGAN ACTING AS A UNIQUE PROJECT IN 2007; IN FACT, EASYWAY WAS CONCEIVED BY EUROPEAN UNION'S (EU) INSTITUTIONS AS A PAN-EUROPEAN PROGRAMME TO BRING TOGETHER AND PRESENT OLD AND NEW EURO-REGIONAL PROGRAMMES...**

The Project generally focuses on the cooperation between two or more Member States or their regions, with the aim of developing practical ways to improve safety levels, services, and users' information on the designated TEN-T Road network. This network encourages greater National and regional cooperation and interoperability.

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programme to bring together and present old and new Euro-regional programmes (ARTS, CENTRICO, CONNECT, CORVETTE, ITHACA, SERTI, STREETWISE, VIKING) over the financial programming period, from 2007 to 2013. Thus, since the start of the EasyWay Project, pre-existing Euro-regional programmes absorbed by EasyWay are now treated as integral parts of the overall Project, and consequently are no longer viewed as individual Euro-regional programmes.

Today, EasyWay represents 23 EU Member States and sets clear goals, identifying all ITS European services necessary for deployment (Traveller Information, Traffic Management and Freight and Logistic Services), and acting as an efficient platform that allows the European mobility stakeholders to achieve a coordinated and combined deployment of these pan-European services.

EasyWay not only incorporates all current Euro-Regions, but also facilitates the integration of new Member States and areas such as the Baltic countries, Greece, and Southern Italy. It reinforces the cooperation between the existing participating countries by providing a new integrated framework with clear objectives and reporting.

The EasyWay structure is organised as follows:

- a **Steering Committee** represents all the EU Members States partners of the Project;
- a **Technical Coordination Team** establishes and monitors the processes aimed at safeguarding the synchronized deployment of harmonised Core European ITS services;
- an **Evaluation Expert Group** is responsible for developing evaluation procedures designed to collect and process results from studies and

implementation activities within the EasyWay Project;

- a **Communication Team** is responsible for the external and internal communications of the Project's objectives and results;
- a **Secretariat** carries out administrative and organizational tasks for the better development of the Project.

## THE EASYWAY PHASES

The first phase of EasyWay began in 2007 and ended in 2009, and it achieved promising results summarized below.

In terms of representation and partnerships:

- 23 Member State partners of the Project and 3 non-EU member countries
- 150 partners including Ministries, Road Administrations, Operators, and Concessionaires
- 450 million people living in a geographical area of more than 4 million square kilometres

In terms of real time information services for users:

- A reduction of approximately 11% in the number of weather-related accidents with casualties;
- More than 20% reduction in travel



time thanks to intelligent measures such as Variable Message Signs (VMS);

- More than 10% reduction in fuel consumption, with clear savings in CO2 emissions;
- More than 28,000 km of road network equipped with new or renovated real-time user information services;
- More than 70 million European citizens enjoying access to co-modal information services.

In terms of Traffic Management Plans (TMP):

- More than 2,000 km of improved road network thanks to the implementation of accident management strategies;
- More than 3,000 km of road network under electronic speed monitoring with a reduction, especially on critical sections, of 54% in the number of accidents and a 20% improvement in circulation of this road network;
- Approximately 670 km of improved road network through carriageway monitoring and management;

- Approximately 164 new ramp metering systems;
- More than 30 improved Traffic Management Plans (TMP).

In terms of road safety levels:

- A reduction of more than 63% in the number of accidents due to the use of dynamic traffic management systems;
- An increase of more than 9% in the road network's capacity.

In terms of services related to logistics and freight:

- Approximately 6,485 km of road network with special information services dedicated to the transportation of goods;
- More than 70 rest areas with dynamic or static information services for heavy vehicles;
- More than 500 km of road network offering information services for the transportation of goods and inter-modal management.

During the first phase, Member States and their partners dedicated an overall budget of €500 million to the implementation of road traffic-oriented ITS services, for which the European Commission has co-financed up to 20%.

The same total budget is allocated for EasyWay 2 (2010–2012). The Deployment Guidelines play a fundamental role in the second phase of the EasyWay Project. These are guidelines for a harmonised distribution of ITS services and systems across Europe — a goal to be attained through the concrete involvement of external stakeholders. It is imperative that in order to ensure coordinated and effective application of ITS systems, it is necessary to do all that is possible to secure the development of common strategies relating to the functionality of ITS systems, the level of services to be offered, the assessment of results, the exchange of good practices and technologies, and the timeframes for ITS programme rollouts.

The *Deployment Guidelines* are therefore undeniably important for ITS systems under an operational point of view, but are even more important under strategic and policy terms. Indeed, the guidelines are updated periodically through a formal consultation procedure directly involving Member States, and are finally adopted by the *Supervisory Programme Board* — a recently established high-level body, whose first meeting took place in Lisbon during the 3rd Annual Forum

held in November, 2010. The *Supervisory Programme Board* is responsible for discussing and comparing national strategies applied to ITS systems by different EU Member States, as well as identifying shared actions to be carried out and supported at a European level. This high-level body usually meets twice a year, ideally once in spring and once during the winter Annual Forum.

The European Commission (EC) expressed its positive opinion on the *Supervisory Programme Board's* founding, stating that the board will play a key role in the coordinated development of ITS systems across Europe and the development of EasyWay, by providing those strategic guidelines urgently needed by the Project and benefitting from the consolidated structure of EasyWay.

## EASYWAY 2011 RESULTS

In 2011, EasyWay partners from more than 25 European countries have deployed or improved:

- 230,000 km of the Trans-European Road Network with Traveller Information Services (including pre-trip and on-trip information)
- 15,000 km with Traffic Management Services (TMS) for counteracting adverse traffic conditions (including



dynamic speed, lane and access control)

- 150 parking areas for Heavy Goods Vehicle (HGV) transport (including dedicated information)
- 5,000 monitoring systems (including road, traffic, and weather monitoring)
- 700 Traffic Centres (including Datex connections for communication)

These outstanding achievements have led EasyWay partners to meet the overall objectives and milestones that were defined in 2010 before Europe was struck by one of its strongest economic crises. This has been made possible by the strong support of the EC and the commitment for harmonised ITS deployment of all EasyWay partners. The EasyWay partners

invested €235 million (including a financial support of the EC of €47 million) in 2011.

In terms of global benefits for the European Road Users, evaluation shows that the deployments carried out within EasyWay 2 (2011 activities) contributes to annual savings of approximately €400 million in reducing congestions and about 250 fatality reductions every year on the Trans-European Road Network.

## **EASYWAY AND THE EUROPEAN LEGISLATION ON ITS**

EasyWay will indeed play a critical role in supporting National administrations in the preparation and drafting of the necessary documents introducing the ITS Directive within different legal systems, specifically the August 2011 ITS Status Report and the planned August 2012 ITS National Plan. It is worthwhile to spend a few words about the European Directive on ITS.

In July 2010, the European Parliament adopted the "ITS Directive," published in the EU Journal Officiel (JO) in August 2010, under code 2010/40/EU<sup>2</sup>. The legislative text was agreed upon by "the EU Council and the EC in December 2009, according to the

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inter-institutional dialogue procedure; that procedure does not only refer to the substance of the text, but also addresses questions relating to the introduction of the EU Lisbon Treaty and the new comitology procedure.

The ITS Directive is strictly tied to the implementation of the ITS Action Plan (presented by the EC in December 2008) and is intended to facilitate the adoption of EU harmonised specifications and standards for ITS services relating to road transportation. The Directive also interfaces with other modes of transport to increase the effectiveness and sustainability of road transportation. The Directive identifies four main priority areas (listed in Article II of the ITS Directive), which are further

specified in six priority actions for ITS services:

- I) Optimal use of road, traffic and travel data;
- II) Continuity of traffic and freight management ITS services;
- III) ITS road safety and security applications;
- IV) Linking the vehicle with the transport infrastructure.

Priority actions (listed in Article III of the ITS Directive) are as follows:

- a) Provisioning of EU-wide, multimodal travel information services;
- b) Provisioning 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 the users;
- d) Harmonised provisioning of an interoperable EU-wide eCall;
- e) Provisioning of information services for safe and secure parking places for trucks and commercial vehicles;
- f) Provisioning of reservation services for safe and secure parking places for trucks and commercial vehicles.

Moreover, as indicated in the Directive's text, over the next seven years the EC has been called upon to adopt

the Directive's implementation specifications and standards, with an aim to ensure compatibility, interoperability, and the continuity of ITS services across the entire EU. Within this scope, the EC introduced, in 2010, the ITS Advisory Group comprised of representatives from the various sectors having an interest in ITS systems (stakeholders, professional Associations, road operators). The Advisory Group provides the EC with technical and commercial opinions on the implementation and deployment of ITS services across the EU. Lastly, following the ITS Directive's publication on the EU JO, EU Member States shall have eighteen months to introduce the Directive into their national legislative systems.

When taking into account EasyWay activities, in the light of the ITS Directive, we can see that there is a close correlation with three of the four priority areas of the Directive, included as development and deployment areas within EasyWay. In fact, development and deployment of the Core European ITS Services can be found in priority areas I, II and IV. It is only priority area III — ITS road safety and security applications — in which the harmonised provision of eCall is the priority action (d) in the Directive; this





differentiation is because EasyWay does not deal with the implementation of the eCall services, as responsibilities in this area lay outside the mandate of road authorities and road operators that are the key EasyWay actors and partners.

On the contrary, contents of priority area I — Optimal use of road, traffic and travel data – which are further specified in priority actions (a) and (b), have a high correlation with EasyWay Core European ITS Services “Co-modal Traveller Information Services” and

“On-trip Traveller Information Services.” Moreover, the ITS Directive’s priority actions (e) and (f) have a high correlation with EasyWay Core European ITS Services “Intelligent Truck Parking” (ITP).

Finally, EasyWay has also a close relation with priority area II and the related priority action (c) of the ITS Directive, namely with reference to the Core European ITS Services on the activities for “Traveller Information Services” (TIS) and “Traffic Management Services” (TMS), both aimed at contributing to the provision of traffic and traveller information services to the users.

## CONCLUSION

Based on the above activities and the promising results thus far, we hope the EasyWay Project, its Managing Bodies, its Secretariat and its partners, who actively and

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enthusiastically participate in all the Project's events, may reinforce now and in the future, their already-effective collaboration. A reinforced collaboration will help Europe progress towards an integrated and standardised development of ITS applications, for the benefit of road users and European citizens alike.

We also hope that all participants of the EasyWay Project will continue to share the common objective of creating a sustainable and intelligent mobility. This critical objective is the underlying element of European transportation policies for the future.

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- 1 The EasyWay Communication Team, AISCAT, Italy. The views in this article are those of AISCAT and The EasyWay Communication Team only.
- 2 Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (EU OJ L 207 of 6.08.2010).