

London, 12 December 2006

Dear ITS Standards Stakeholder

**European ITS Standards Steering Group (ITSSG)  
2006 Strategic Framework Document**

I am writing as chair of the ITS Standards Steering Group (ITSSG), set up by the ICT Standards Board in 2002 with a broad membership. Full details of the Group, its membership and terms of reference are available through the ICTSB website at [www.icts.org](http://www.icts.org).

I am pleased to enclose a copy of the 2006 ITS Standards Strategic Framework. This document updates the Framework issued in November 2004 and provides the ITS community - both public and private sectors - with an updated overarching context for ITS standards.

ITSSG encourages all those involved in ITS standards development to use this Framework as a basis for their activities and to disseminate the document widely.

The Framework identifies a series of key areas where ITSSG will be taking forward work over the next twelve to eighteen months and intends to report progress and engage stakeholders in that work at the European ITS Congress in Aalborg on 18-20 June 2007. I hope to see many of you there.

ITSSG welcomes feedback on the Framework via the Secretariat ([gerd.ochel@etsi.org](mailto:gerd.ochel@etsi.org)).

Yours sincerely



Cathy Jenkins  
Chair, ITSSG  
UK Department for Transport

Encl.: 2006 Strategic Framework Document

**INTELLIGENT TRANSPORT SYSTEMS STANDARDS STEERING GROUP (ITSSG)****2006 STRATEGIC FRAMEWORK**Introduction

1. Established in 2003, ITSSG exists to provide a strategic focus and direction for international standards development in the area of Intelligent Transport Systems. It is a subsidiary group set up by the ICT Standards Board (ICTSB) and reports regularly to the Board. The ITSSG membership includes not only the members of the ICTSB and their key ITS-related technical committees – the three European Standards Organizations, CEN, CENELEC and ETSI, and a number of ICT standards consortia – but also representatives from ITS stakeholders from the public and private sectors. The EC has observer status.
2. ITSSG published a Strategic Framework for ITS Standards in November 2004 that gave a European policy context to the development, delivery and maintenance of technical and other standards. The Strategic Framework focused on the roads sector, and on public transport in a multi-modal context, particularly in relation to smart cards and traffic and traveller information.
3. This was the first time that the value of ITS standards had been presented through a co-ordinated policy context and its intended audience was twofold: those developing standards within the ITS community and those setting the high level policy context.
4. This new document builds on the 2004 Strategic Framework, much of which remains relevant and the core text is at Annex A. In addition, this new document reports progress against the 2004 actions and sets out future actions.

Transport Policy Evolution

5. There has been a number of key areas where the policy perspective and implementation status has moved forward considerably since the 2004 ITSSG Strategic Framework.
6. In June 2006, the EC published its mid-term review of its Transport White Paper<sup>1</sup> and restated the objectives of EU transport policy (to help provide Europeans with efficient, effective transport systems that offer high levels of mobility, protect the environment and social sustainability, innovate and connect internationally). The review acknowledges that the context of EU transport policy and its implementation has evolved particularly as a consequence of enlargement, industrial consolidation and globalisation. The pace of technology development has had an impact by increasing the need for innovation and both environment and energy considerations have taken a higher strategic place in policy development.
7. Several new actions that are relevant to ITS and ITS standardisation add to the portfolio of existing initiatives (which include Galileo and smart charging for infrastructure use). Very few mention standardisation explicitly - freight logistics (loading standards), emissions and shipping are the only ones. But various actions

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<sup>1</sup> COM (2006) 314 final: 22.06.2006; Keep Europe Moving - Sustainable Mobility for our continent: mid-term review of the European Commission's 2001 Transport White Paper

may lead to standardisation work as the EC sets out the detail of how it will address the actions, for example in terms of developing a strategy for critical transport infrastructures to support security policies.

8. The most direct connection from the mid-term review to the ITS standards workstreams is through reference to Galileo, smart charging for infrastructure use and the eSafety agenda. eSafety progress is also acknowledged in the European Road Safety Action Programme mid-term review<sup>2</sup> where eCall is identified explicitly. Various activities are ongoing with regards to eCall including standardisation via the EC mandate and through the EC Communications that call on member states to encourage deployment<sup>3</sup>. The White Paper mid-term review makes the connection between eSafety and the i2010 initiative, with i2010 taking a more central role than in 2004.

### eSafety

9. eSafety remains a key area of European activity, supported and facilitated by the EC. Working groups exist in several ITS topic areas including Human Machine Interface, digital maps, eCall, real time traffic and travel Information, road maps, service orientated architectures, heavy vehicles, cleaner mobility and communications. Standardisation is currently considered within individual working groups with no clear connection to the established standards processes or between individual working groups. In parallel, a working group on international co-operation extends the scope of eSafety development through global networking and an R&D working group has drawn out opportunities for research activity. eSafety continues to hold regular Forum meetings attended by industry and member states.
10. ITSSG has asked the eSafety Steering Group, through the October 2006 Forum meeting, to consider standardisation more explicitly within the overall eSafety agenda and in a way that will
  - link standards issues from individual eSafety topic areas within a coherent whole; and
  - be clearly co-ordinated within the established standardisation processes rather than being a stand-alone activity.ITSSG has proposed the setting up of a standards working group within eSafety as a first step and will continue to explore this with the EC.

### i2010 Initiative

11. The EC initiative i2010: European Information Society 2010 for growth and employment represents 'a comprehensive strategy for modernising and deploying EU policy instruments to encourage the development of a digital economy'. The initiative consists of three pillars: a Single European Information Space, Innovation and Investment, and an Inclusive European Information Society.
12. A major activity under the Single European Information Space pillar is a root-and-branch review of ICT standardisation policy and as such this is not limited to transport issues. Due to complete in mid-2007, this review is being carried out by a law firm

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<sup>2</sup> COM (2006) 74 final; 22.02.2006

<sup>3</sup> COM (2005) 431 final; 14.09.2005; EC 2<sup>nd</sup> eSafety Communication, Bringing eCall to Citizens. Also COM (2006)723 final: Bringing eCall back on track - Action Plan (3<sup>rd</sup> eSafety Communication)

under contract to DG Enterprise. As well as non-published material for the Commission, the review will deliver an initial report for comment. This reviews the current ICT standardization landscape in Europe from a perspective of the legal and policy frameworks, and a final report with recommendations. The Chair has provided a response to a study team questionnaire on behalf of ITSSG participants. ITSSG members, including representatives of the ESOs, will participate in a 'stakeholder group, which will consider the initial and draft final reports in order to validate the study team's findings

13. A representative of ITSSG will participate in a "stakeholders group" that will consider the first interim and final reports in order to validate the study team findings.
14. The 2006 EC Intelligent Car Initiative Communication<sup>4</sup> provides a policy framework addressing the third pillar and sets out actions to promote greater adoption of ICT to deliver smarter, safer and clean transport in the roads sector. The Communication contemplates evolution of intelligent transport systems towards an integrated approach where autonomous on-board systems are complemented with vehicle-to-vehicle and vehicle-to-infrastructure co-operative technologies that provide benefits to road safety and network management. The Communication explicitly refers to standardisation in the context of independent conformance testing and performance assessment programmes. It acknowledges the experience already in the European test centre domain for vehicle type approval purposes and establishes the intention for a comprehensive initiative bringing all interested stakeholders together to consider ICT performance testing aspects more specifically - with a desire to maintain strong links to standardisation bodies clearly documented.

### Galileo

15. In its Communication *Taking stock of the Galileo programme*<sup>5</sup> the EC confirms the three phases of the Galileo programme of development and validation; deployment and commercial operating phases. The timetable envisages a Green Paper on Galileo operations being presented to the European Parliament by early 2007 with deployment and launch of the commercial operation from 2008 onwards.

### Smart charging for infrastructure use

16. ITSSG published its 2004 Strategic Framework before the Electronic Fee Collection (EFC) Interoperability Directive was adopted although the proposals were well advanced and early work surrounding M338 was already taking place. Work is proposed to implement the EFC Directive on interoperability and is being informed by the M338 report the preparation of which ITSSG supervised; however contractual problems between DG Enterprise and the European Standards Organizations are inhibiting progress. The EC is operating through an Expert Group to establish the detailed Directive implementation including in terms of standardization. But there remains considerable confusion about how the M338 recommendations will be taken forward and a lack of clear dialogue between this Expert Group and the standards organizations.

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<sup>4</sup> COM (2006) 59 final; EC Communication on the Intelligent Car Initiative; 'Raising Awareness of ICT for Smarter, Safer and Cleaner Vehicles'

<sup>5</sup> COM (2006) 272 final; 7.6.2006

## Future Transport Policy and Implementation

17. There is a well-established process of policy development within the EC that will see the White Paper and its initiatives reviewed and refreshed periodically.
18. The proposed European Research Framework Programme 7<sup>6</sup> will contribute to this policy development as earlier FPs have in the past - and FP7 highlights throughout its nine themes the need to research the interoperability and quality of standards and their implementation. This represents a major opportunity for the ITS community to strengthen the links between standards and research and this is being facilitated in part through the European Technology Platforms (ETPs). These industry-led Platforms aim to provide a framework for stakeholders to define R&D priorities, timeframes and action plans with a focus on competitiveness and market exploitation. Standards are considered a key lever to support market success and interoperability is an important aspect within that. Platforms focus on several issues relevant to transport, including mobile and wireless communications (emobility); however under FP7 'classic' IST projects will continue to exist and the relationship between these and the platforms is not yet fully clarified. Under FP6, five ICTSB members, including the ESOs, managed the COPRAS project, which has sought to overview the inter-relationship between research projects and the standards community, and prepare generic guidance material, as well as providing practical help to projects needing to interface standardization. The lessons of COPRAS will be carried forward to FP7, and it is hoped to provide frameworks to improve the links between standards and research, including for Intelligent Transport Systems.

## ITSSG - progress with 2004 actions

19. The 2004 Strategic Framework established six areas for ITSSG action to encourage a more strategic approach to ITS standardisation (refer to Annex 1 for the detail). The following paragraphs summarise progress so far.
20. The Strategic Framework was **disseminated** widely after its launch at an EC conference in Brussels in November 2004 so that awareness was raised among relevant ESO and ISO technical committees and their sub-groups. The Framework was disseminated further at national standards organisation meetings and to the ITS World Congress in Nagoya, Japan.
21. ITSSG members are participating in an EC review of ICT **standardisation processes** that represents a potential key point in the way standards are developed and maintained. The project outline contemplates a period of open consultation before finalising recommendations. As a strategic and co-ordinating committee under ICTSB, ITSSG recognises that it does not have the authority itself to implement process changes directly although the 2004 Strategic Framework has prompted internal reviews among the ESOs.
22. ITSSG strives to create **more effective working relationships** across sectors with an interest in ITS and in particular with the EC. The work overseen by ITSSG in relation to M338 on the EFC Interoperability Directive implementation shows how joint working can deliver meaningful results but ITSSG recognises a continued need to

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<sup>6</sup> COM (2006) 364; 28.06.2006;

strengthen the co-ordinated relationship with the EC and its individual DGs, including DG INFOS on eSafety and standards. At a broader level, ERTICO's Strategic Framework highlights standardisation as crucial for achieving interoperability and market growth and supports the approach taken by ITSSG.

23. The 2004 publication helped to **encourage delivery of meaningful ITS standards** with the work on eCall and the EFC Interoperability Directive key development areas over recent months but this is an area where ITSSG will focus in the future and it is closely linked to both the relationship with the EC and the current review of standardisation processes. ITSSG also ties in to COPRAS which builds the link between research and standardisation and where there is scope to strengthen the particular ITS linkages further.
24. The two other areas of action related to **reviews** (and this document tackles one aspect). ESO and ISO standards activity have also been reviewed in the context of the 2004 Strategic Framework and details of their current programmes can be found on the CEN, CENELEC, ETSI and ISO websites.

## ITSSG - 2007 and beyond

25. ITSSG will focus its activities over the next twelve-eighteen months in four key areas:
- The current review of standardisation processes and the experience of negotiating and delivering against recent Mandates pose serious questions about the timeliness, relevance and funding of European standards activities as a means to deliver regulatory requirements. While this problem is by no means confined to ITS standards, resolving this is critical to the future delivery of meaningful applications in the sector. ITSSG will therefore engage with the EC (DG TREN and DG ENTR) to agree a future strategy for ITS standards delivery and maintenance that is both transparent to all stakeholders and meaningful both in terms of policy delivery and industrial competitiveness;
  - ITSSG will explore the impacts of European procurement legislation on ITS standardisation, whether it imposes barriers to standards development and if so how these can be overcome
  - ITSSG will examine the extent to which further activity is needed to bring together industrial and public sector ITS stakeholder interests to achieve a consensus approach to standards development and maintenance.
  - To help further ITSSG's awareness raising and engagement activities across sectors and with the EC, it will seek to run a special session at the European ITS Congress to be held in Aalborg, North Jutland, Denmark from 18-20 June 2007.
26. In addition, ITSSG will review strategically the work plans of the existing ITS standards technical committees. And it will consider how far the current ITSSG membership might be refined to reflect technological and policy developments that have the potential to bring traditionally disparate sectors together under a more uniform strategic umbrella.

**INTELLIGENT TRANSPORT SYSTEMS (ITS) STANDARDS STEERING GROUP****2004 STRATEGIC FRAMEWORK FOR INTELLIGENT TRANSPORT SYSTEMS (ITS) STANDARDS****Section 1 Introduction**

This first published output from ITSSG<sup>7</sup> provides a strategic framework for ITS standards by identifying the high level European policy context, discussing in broad terms the role of standardisation in responding to that context. By focusing on a policy and policy delivery context, the document should not be read as a detailed statement of industry-driven activity in ITS standards. Instead, it aims to demonstrate that regardless of the organisation(s) driving development of an individual standard, there is a continual need to take account of a high level 'policy' context. The document summarises as illustration through Annexes A to C the current work streams of the key relevant standardisation technical committees. Annex D is a glossary of abbreviations used in the document and Annex E a list of ITSSG members.

The principal audience for this strategic standardisation framework is twofold: those developing standards within the ITS community and those setting the high level policy context. In producing this document, ITSSG hopes that it will also be of interest to a wider audience of industry, public sector and consumers. ITSSG hopes that the relevant Standards Bodies will ensure that this document reaches those audiences at the working level. (See paragraph 28)

The document focuses on the roads sector, and on public transport in a multi-modal context, for example in relation to smart cards and traffic and traveller information. Whilst some reference is made to other modes for completeness, they are not discussed in detail in this current document.

Section 6 sets out the role for ITSSG and next steps it will take to work towards a more strategic approach to standardisation for ITS. In summary ITSSG will:

- Disseminate this framework document
- Consider the standardisation process
- Work effectively with the EC and others
- Encourage delivery of meaningful ITS standards
- Review ITS standards work programmes for contextual relevance
- Update the strategic framework

**Section 2 High Level Policy Context**

Several key European policies set a high level context both within the EU and EEA EFTA states. They fall into 3 broad and overlapping categories – transport, eEurope (including eSafety) and economic competitiveness policies. Policy delivery is achieved through a combination of tools and mechanisms including regulatory, fiscal and administrative measures that embrace the standardisation process directly or indirectly.

The following paragraphs describe each policy category as it relates to ITS, and identifies current priority regulatory measures specifically.

**Transport**

*Transport policy for 2010: time to decide*<sup>8</sup>. The White Paper sets a European strategic direction for transport based on a principle of achieving balance between different transport modes in order to deliver better and more sustainable mobility for individuals and business. In doing so it recognises the continued growth in road transport and the need to improve road safety and reduce congestion (with consequential environmental benefits) to improve network efficiency as key priorities. ITS is identified as a key tool to help achieve those priorities and standardisation plays an important role in enabling and supporting their delivery.

Two key priorities, where standards are already being developed to protect interoperability and which are being taken forward as general transport measures using ITS are:

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<sup>7</sup> Annex D contains Abbreviations used in this document

<sup>8</sup> Published September 2001

- Directive 2004/52/EC on the interoperability of electronic road toll systems in the EU<sup>9</sup>; and
- the EU High Level Group on Road Safety exploring the feasibility of electronic vehicle identification<sup>10</sup>.

The EU Road Safety Action Programme aims to deliver the White Paper target to reduce by half the number of road fatalities by 2010. It acknowledges the role of ITS in supporting achievement of that target, with a particular emphasis on the eSafety agenda, which has developed under the eEurope banner, and which includes a number of standardisation issues through a European Commission (EC) Communication<sup>11</sup> described further in paragraph 13 below.

The European Commission Trans-European Road Network initiative aims to establish appropriate inter-operable and accessible service provision on the strategic road network across national boundaries, and into urban areas. It focuses on information society deployment. Policy documents such as those described below and Euro-regional projects<sup>12</sup> that focus on cross-border co-operation by implementing continuous and interoperable services in neighbouring transborder areas show a clear ITS and ITS standardisation relevance, that can provide a framework for service delivery to which industry can respond.

### eEurope

eEurope is a wide-ranging initiative that aims to optimise the use of new and emerging electronic technologies to support a sustainable Europe. It is not specific to transport but has acknowledged in its Action Plan 2002 a specific ITS role in helping to tackle congestion, safety and service provision<sup>13</sup>. It extends beyond road transport, taking forward initiatives such as the Single European Sky that will establish inter-operability into European air traffic management. This ITSSG document focuses on those elements relevant to roads and multi-modal traffic and traveller information.

eEurope encourages deployment of smart cards for public transport and better traveller and travel information to promote choice and accessibility across the EU. The EC Recommendation on Traffic and Traveller Information<sup>14</sup> provides added impetus to this high level aim that is ITS dependent.

The eEurope Action Plan 2002 adopted an EC Decision on further development of the Galileo infrastructure, aiming to introduce by 2010 a European satellite positioning infrastructure to complement the existing GPS under the eEurope banner. Galileo represents an area of major investment by the EU and is likely to offer opportunities for enhanced service provision through ITS. Considerable and rapid progress is being driven forward under the framework of the Galileo Joint Undertaking, including political agreements between EU and other countries (including the US), legislative requirements<sup>15</sup> and technical development including through the EC Framework 6 research programme.

### eSafety

The EC Communication on ICT for safe and intelligent vehicles identifies European Commission actions and actions for many other stakeholders including standardisation bodies, industry groups and member states in response to 28 recommendations in the eSafety report published in November 2003 that focused on delivering safer vehicles through ITS measures.

eSafety is entirely ITS specific, generally focusing on roads and on multi-modal issues relevant to traffic and traveller information. Its work is being taken forward through a series of working groups. As part of eSafety, the European Commission is placing particular priority on the following regulatory or quasi-regulatory issues:

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<sup>9</sup> 29 April 2004

<sup>10</sup> EC supported ERTICO-led feasibility study; papers available at [www.ertico.com](http://www.ertico.com)

<sup>11</sup> COM(2003)542 final

<sup>12</sup> ARTS, CENTRICO, CORVETTE, SERTI, VIKING

<sup>13</sup> Action Plan 2005 is now in place and does not include ITS priorities given its strong focus in Action Plan 2002.

<sup>14</sup> 2001/551/EC dated 4.6.2001.

<sup>15</sup> for example, Council Regulation 1321/2004 (12/07/2004) on the establishment of structure for the management of the European satellite radio-navigation programmes; Draft Council Regulation COM(2004)477 on the implementation of the deployment and commercial operating phases of Galileo

- promoting harmonised, pan-European in-vehicle emergency call services that build on location-enhanced E-112. The European Commission specifically encourages relevant standardisation as part of encouraging establishment of data requirements and transfer protocols, interface specification, routing and handling procedures. Without it, pan-European services would not be possible.
- A Human Machine Interface working group is focusing on nomadic devices and will make recommendations in the light of the existing Statement of Principles. The European Commission is also promoting development of standardised workload assessment, testing and certification methodology and procedures for complex in-vehicle working environments, helping to provide solutions that meet an acceptable level of in-use performance for the end consumer.
- through an RTTI working group, the European Commission is analysing responses to the TTI Recommendation mentioned in paragraph 11 above, with a particular focus on achieving pan-European services and sustainable business models. Securing appropriate standards to enable such services to grow is a key part of the discussion in this area.
- Removal of legal barriers to a time-limited use of 24GHz UWB short-range radar, to help achieve harmonised access to radio spectrum in the EU.

Vehicle safety in the EU is protected through type approval legislation governed by a hierarchy of Directives aimed at total harmonisation of vehicle construction requirements relating to safety and the protection of the environment. Currently, a regime of total harmonisation (EC Whole Vehicle Type Approval) applies to cars and motorcycles at entry into service, thus ensuring both high levels of safety and removing all technical trade barriers within the Single Market (all EU and EEA States). This will soon be extended to most commercial vehicles first on a voluntary basis (removing trade barriers) and later on a mandatory basis to ensure high standards but for the time being, partial harmonisation applies to these vehicles through the many (about 50) systems and component Directives. In parallel but independently in legal terms, the World Forum for Harmonisation of Vehicle Regulations (known as Working Party 29 of the Inland Transport Committee of the UNECE<sup>16</sup>) has for over 40 years been developing regulations based on type approval under the 1958 Geneva Agreement, which technically are the same or similar to EU Directives

### **Economic competitiveness**

Enabling and sustaining economic competitiveness based on an open and single market lies at the heart of European policies.

Ensuring a level playing field through appropriate legislative and other measures, including encouraging and supporting standardisation are key elements in the European Commission's approach and are of direct relevance to ITS.

The European Commission also promotes innovation and realisation of new technologies into the marketplace through research and development programmes that attract funding. Specifically, the FP6 research programme launched in 2003 confirms ongoing EC commitment to pre-competitive technology development and ITS within that general scope, opening considerable opportunity for research that has a direct bearing on standardisation.

## **Section 3 The Role of Standards**

International, or European, standards have the potential to support delivery of the high level transport, eEurope, eSafety and economic competitiveness policy context both formally through the regulatory process and informally through industry action that responds positively to the context overall. A recent report commissioned by the Dutch EU Presidency<sup>17</sup> identifies ICT standards as key to ensuring interoperability and market growth. Standards can – *inter alia* - tackle technical design, quality assurance, system process and performance issues, all of which are relevant in an ITS context.

Sections 4 and 5 below identify the key methods and approaches towards the production and maintenance of individual standards. The main challenges for ITS standardisation are to achieve variously inter-operability,

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<sup>16</sup> For further information on the work of UNECE and the World Forum see [www.unece.org](http://www.unece.org)

<sup>17</sup> Rethinking the European ICT Agenda; PWC August 2004

compatibility, convergence and accessibility of services across the EU and EEA/EFTA states. In tackling these challenges and meeting the policy context, the standardisation process should also support competition, enable a widened market for products and services, stimulate technological progress and prevent interference between products and services. Individual ITS standards, whilst technical in nature, should be clear and transparent in their presentation.

This general role for standardisation is equally relevant in what could be described as the four generic ITS application areas:

- Road and vehicle safety
- Network efficiency and traffic management, including payment mechanisms
- Traffic and traveller information
- Seamless and improved public transport services

#### **Section 4      Standardisation Mandates – a European tool**

There is a clear context of policy aims and priorities, including regulatory priorities. It focuses on providing better transport and better services through ITS-enabled applications that are demonstrably beneficial to end-users. This context is set out in the paragraphs above.

The Commission and EEA/EFTA use a 'standardisation mandate' process where it sees particular priority for ITS standards development work within the regulatory elements of the overall context. Under this process the Commission, together with the EFTA Secretariat, issue a mandate to the European Standardisation Organisations (ESOs) and generally ensures an element of financial support to help secure a timely and relevant standards output. The mandate process involves member states, thereby ensuring fuller understanding at national level. Examples of mandates that fall within this category are:

- M329 – that calls for harmonisation of standards to support use of 24GHz UWB short-range radar that can be recognised under relevant European legislation<sup>18</sup>
- M338 – that invites the ESOs to draw up a work programme to facilitate the implementation of the proposed EFC interoperability directive.

Mandates can also be used as an administrative tool to encourage and support general action, as in the case of

- M270 – that called for a work programme for ITS in road transport to support the aims of the White Paper, which was finalised in August 2002 and included a series of detailed actions; and
- the anticipated mandate to identify and address gaps in standards to support in-vehicle ITS within the eSafety context (as mentioned in the EC Communication).

#### **Section 5      Other routes to standardisation**

Where a quorum of industry sees potential in new technologies and ITS services, and seeks to standardise the design or performance requirements for market entry or commercial reasons, individual work items are taken forward. This 'bottom up' approach is the usual process used within the ESOs and tends not to attract or require funding support from the EC or EFTA, although there can be support given to the *principle* of exploring that particular issue either for competition or policy reasons.

In addition, 'bottom up' proposals may be presented to the EC and EFTA for financial support specifically, for example under the eEurope standards action plan or other specific policy initiatives. In these circumstances, the EC and EFTA may act without issuing a more formal Mandate.

#### **Section 6      Role of ITSSG and Next Steps**

ITSSG aims to provide a strategic focus and direction that will enable each of the participating organisations to have an effective understanding of standards requirements, and where and how they should be delivered. It is not the function of ITSSG to draw up detailed work programme(s) for standardisation.

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<sup>18</sup> Directive 1999/5/EC

This document sets out the overall context to which ITS standardisation activity should respond. ITSSG will take the following actions to facilitate and monitor progress:

- **disseminate** this framework document during 2004 throughout the ITS standards community in order to encourage industry innovation that remains and is seen to remain relevant to the overall context
- **consider** how far the existing standardisation process and current composition of technical committees and working groups enables successful ITS standards development, and make recommendations for ICTSB endorsement to overcome any barriers or gaps to achieving ITS deployment that are caused by the standardisation process itself
- where relevant, **work with** the Commission in drafting meaningful new mandates that reflect the policy context; and **seek** new mandates where appropriate as part of an ongoing dialogue with the Commission and other international organisations on the role and effectiveness of ITS standards
- **encourage** ITSSG member ESOs to deliver against mandates and other measures and to ensure their work programmes adequately respond to the overall context through their technical committees
- **ensure** effective interfaces between research and other activities such as pilot implementations or test-beds and standardization, encouraging stakeholders as appropriate.
- **promote** the role of consensus standardization towards all stakeholders, as the primary tool for providing technical solutions to market requirements in the ITS arena
- **review** at a high level the work programmes of each member standardisation organisations on an annual basis to ensure its relevance to the strategic context overall, and give consideration to development of a matrix approach to illustrate gaps/priorities. The attached annexes, authored by each respective organisation, provide a starting point for this review.
- **update** this framework document, its annexes and any emerging matrix with priorities each year, including to develop ways to measure the success of its work.