



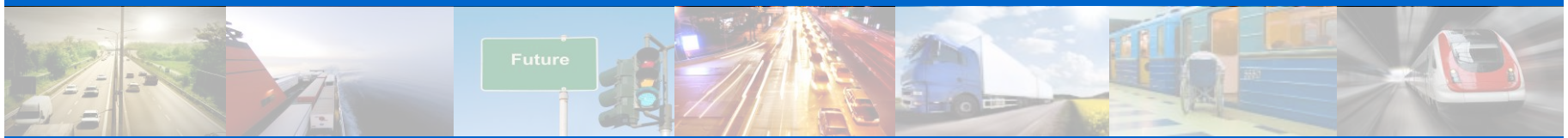
Intelligent Transport Systems (ITS) - beyond just being technology

Filling the gaps in ITS

Dörte Schramm

5th working meeting of the IRF Policy Committee on
ITS

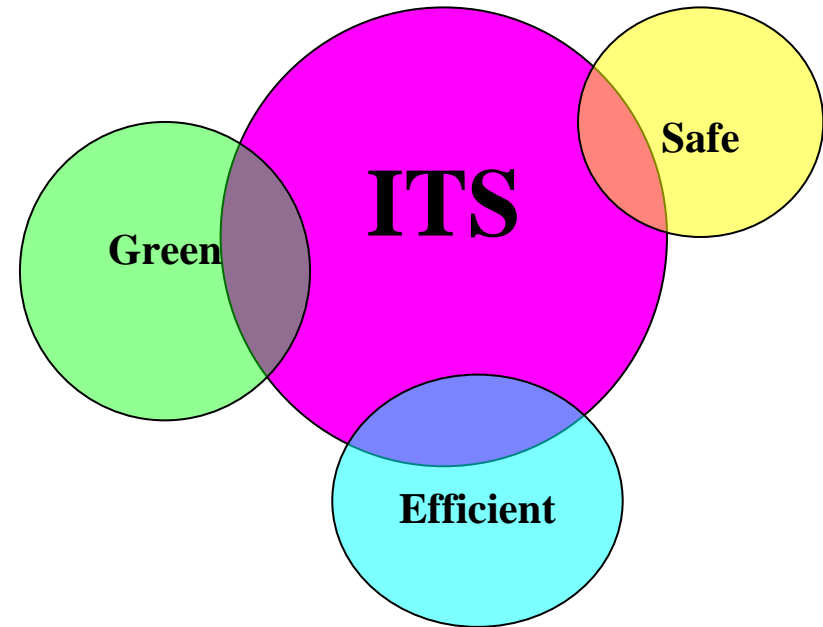
Stockholm, 9-10 March 2011





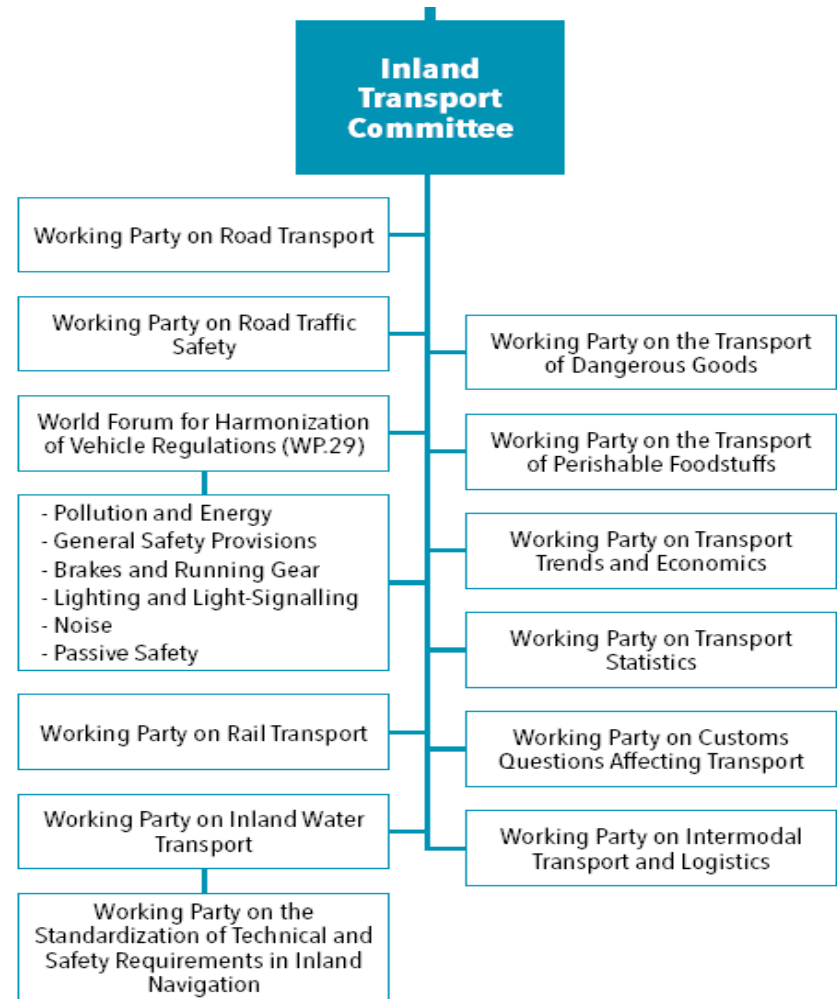
Why, what and how UNECE can work on ITS?

- What is UNECE
- So far achievements in ITS
- Current and future steps
- Know - share - act





- UN Regional Commission
- 57 countries
- Inland Transport Committee
- Working Parties with global outreach
- UNECE is the Centre of International Transport Agreements
- Where governments make decisions





Road Signs and Signals, 1949

Road Signs and Signals, 1968

Why UNECE can address ITS?

- Infrastructure agr'ts, planning

- Traffic rules

- Vehicle regulations

Road Traffic, 1949

Road Traffic, 1968

Road Traffic, 1949

Road Traffic, 1968



Revolutionary innovations supported by UNECE WP.29 regulations

- Electronic Stability Control Systems
- ABS
- Cruise Control
- On Board Diagnostic
- Adaptive Front-Lighting Systems
- Airbags
- Automatically commanded braking
- Cornering lamps
- Brake assist systems (BAS)
- Lane Departure Warning system (LDW) - controversial





Working Parties work already on ITS

- Variable message signs
- Who is in control of the vehicle
- UNECE ITS side event during ITF 2010
- Liability remains a problem
- WP.29 Informal Working Group on ITS





UNECE Research and Strategy

Research findings

- ITS is under-utilized
- Resistance to societal changes
- Lack of common definition
- Lack of Infrastructure
- Lack of Harmonization

The way forward - UNECE Strategy Package for ITS

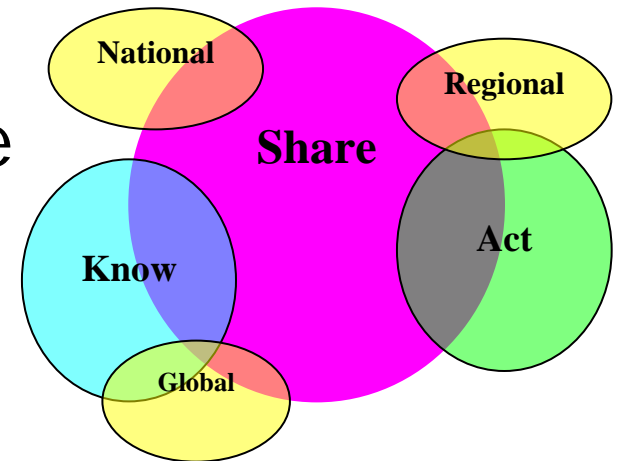
- ✓ Background paper
- ✓ Strategic note
- ✓ Road Map





Strategic note - public consultation

- Draft for consultation
- Inland Transport Committee
- Key stakeholders
- Web-based
- UNECE Road Map on ITS





The possible Road Map

- Annual UNECE Roundtable on main ITS issues
- Capacity building workshops
- Working Party related tasks:
 - Vehicle to infrastructure communication
 - Vehicle to vehicle communication
 - Liability concerns (1968 Vienna Convention)
 - Variable Message Signs
 - International ITS architecture
- Overcome lack of harmonized policies



