

The provision, where possible, of road safety related minimum universal traffic information free of charge to users under the ITS Directive 2010/40/EU

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| I. Information about the participant | |
| Please provide your Family name. -open reply-(optional) | |
| Carstens | |
| Please provide your first name. -open reply-(optional) | |
| Jørn-Henrik | |
| Please provide your email address. <i>A notification of receipt will be sent to this address. If the email address is not valid, the contribution will not be taken into account.</i> -open reply-(optional) | |
| jhc@itd.dk | |
| In what capacity are you completing this questionnaire? -single choice reply-(optional) | As a professional association |
| II. Current situation about safety related traffic information | |
| 3. Is this safety related traffic information reliable? -single choice reply-(optional) | Yes |
| 4. Is this safety related traffic information easy to understand? -single choice reply-(optional) | No |
| 5. Is this safety related traffic information useful? -single choice reply-(optional) | Yes |
| III. Scope and Impact of the provision, where possible, of road safety related minimum universal traffic information free of charge to users | |
| 8. It is important to provide, where possible, road safety related minimum universal traffic information free of charge to users across Europe -single choice reply-(optional) | Agree strongly |
| harmonise the content of safety messages -single choice reply-(optional) | Agree |
| harmonise their means of dissemination -single choice reply-(optional) | Agree |
| define a uniform presentation (e.g. pictures, universal language...) -single choice reply-(optional) | Agree strongly |
| define a minimum level of reliability | Agree |

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| -single choice reply-(optional) | |
| define an homogenous geographical coverage -single choice reply-(optional) | Agree |
| define an organisational framework -single choice reply-(optional) | Agree |
| 10. What safety related messages should be provided to users in priority? <i>Multiple responses possible</i> -multiple choices reply-(optional) | Ghost drivers (wrong way drivers) - Dangerous road surface - Animal / people / debris on the road way - Blockage of road / tunnel - Unprotected accident area - Temporary roadwork - End of queue |
| 11. What would be the most appropriate channels of communication to provide safety related traffic information to users? <i>Multiple responses possible</i> -multiple choices reply-(optional) | Radio (RDS-TMC) - Radio (TPEG) - Variable Message Signs along the road - Onboard unit / GPS - Personal navigation device - Smartphone applications |
| 12. Where would the provision of safety related traffic information to users be the most valuable? <i>Multiple responses possible</i> -multiple choices reply-(optional) | Along motorways across Europe - Along main roads and urban penetration axes across Europe |
| 13. Safety related data collected and/or processed by any service provider (public or private) should be made available to other service providers within a given area or along a given network. -single choice reply-(optional) | Agree |
| 14. A dedicated organisational framework should be set up to this aim. -single choice reply-(optional) | Undecided |
| 15. Would you rather see the public or private sector in the lead for provisioning safety related traffic information to users? -single choice reply-(optional) | Some form of public-private partnership |
| Road safety (e.g. less accidents) -single choice reply-(optional) | High impact |
| Traffic conditions (e.g. less congestion) -single choice reply-(optional) | High impact |
| The environment (e.g. less pollution) -single choice reply-(optional) | Low impact |
| 17. Please provide quantitative evidence if available (including reference to documents, websites...) -open reply-(optional) | |
| N/A | |
| 18. Do you expect any other impact due to the provision, where possible, of road safety related minimum universal traffic information free of charge to users? <i>Please specify and provide quantitative evidence if available (including reference to documents, websites...)</i> -open reply-(optional) | |
| It could have positive impact on the development of better tools to effective planning of goods- and passenger transport. | |

IV. Implementation of road safety related minimum universal traffic information

19. It is desirable that the EU takes action to ensure the provision, where possible, of road safety related minimum universal traffic information free of charge to users across Europe

-single choice reply-(optional)

Agree strongly

20. EU action to ensure the provision, where possible, of road safety related minimum universal traffic information would be most valuable on cross-border situations in particular.

-single choice reply-(optional)

Agree

21. What action(s) do you think the EU should take to ensure and foster the provision, where possible, of road safety related minimum universal traffic information free of charge to users?

-open reply-(optional)

EU should provide transparent well-defined frames and holistic standards that are not to design restrictive, in order to give the industry best possible environment to develop cost-effective systems.

22. What complementary traffic information beyond the provision of universal road safety messages (e.g. alternative routes, parking availability, time to destination ...) would you consider being most useful to users?

-open reply-(optional)

Parking facilities (also capacity and facilities regarding trucks), and alternative routes.

23. Do you have any additional comments?

-open reply-(optional)

N/A

V. Other questions

24. Please list reference to any studies or documents of relevance for this consultation on safety related traffic information. You may also upload relevant documents.

-open reply-(optional)

N/A

Received contributions, together with the identity of the contributor, will be published on the Internet, unless the contributor objects to publication of the personal data on the grounds that such publication would harm his or her legitimate interests. In this case the contribution may be published in anonymous form.

25. Do you consent to the publication of your response by the European Commission?

-single choice reply-(optional)

Yes