IRU Position

IRU POSITION ON INTELLIGENT TRANSPORT SYSTEMS (ITS)

unanimously adopted by the IRU International Commission on Technical Affairs (CIT) on 6 September 2011 in Helsinki

Revised IRU Position on Intelligent Transport Systems (ITS).

I. ANALYSIS

This is why, to ensure the success of ITS deployment, all transport modes, and not only road transport, should undertake major efforts to increase the reliability and efficiency of their services, rather than to protect their privileges by requiring new restrictive and coercive measures on their competitors' transport modes.

In case ITS applications make use of satellite positioning this should not be limited to using Galileo, but instead the most cost effective and functional solution should be selected. Finding a positive business case for Galileo should not be misused when applying ITS applications to the road transport sector as the Commission today is spending billions of taxpayers' money on a satellite system without any realistic assessment of its costs and benefits.

II. IRU POSITION

The IRU is in favour of ITS applications for the road transport sector (e.g. tracking and tracing systems, eCall, etc.) as long as they provide significant measurable *safety, environmental* and *economic benefits*.

For efficient introduction and implementation within the road transport industry, ITS applications:

- should be carefully analysed prior to any implementation in order to avoid any misinterpretation of the *real needs* of the market and *consequences* on road transport as a whole;

- must be *standardised*, *harmonised* and *interoperable* in order to improve the effectiveness and reliability of transport as a whole;

- must be used, if possible, on a *voluntary* basis;

- should not hinder all stakeholders in the transport chain to maintain *freedom of choice for the means of transport* they use and *when selecting ITS equipment* and *application suppliers*;

- should be coupled with the use of transport documents available in an *electronic format*; and

International Road Transport Union • Headquarters
3, rue de Varembé • B.P. 44 • CH-1211 Geneva 20 • Switzerland
Tel: +41-22-918 27 00 • Fax: +41-22-918 27 41 • E-mail: iru@iru.org • Web: www.iru.org

- should ensure that the appropriate level of *confidentiality* of commercial data exists, including when used in multimodal transport chains.

Any coordinated action on ITS applications should:

- focus on the *deployment of proven solutions* and should not be used to initiate further basic R&D;

- include a solid *business case*, proving to all stakeholders what benefits exist and the costs involved;

- include *incentives* in the business plan for take-up by the users; and

- incorporate the *necessary training* of all stakeholders.

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