

Data Task Force

Final report & recommendations

October 2020





Data Task Force

Final report & recommendations

Data Task Force

A public-private partnership to discuss data exchange in the field of Safety Related Traffic Information, founded by the Transport Ministers at the High Level Meeting on Connected and Automated Driving in Amsterdam at February 2017.

Data for Road Safety

The Safety Related Traffic Information (SRTI) Ecosystem created by the Data Task Force members.

SRTI Ecosystem

The exchange of data and information under the terms and conditions of the Multi Party Agreement and thus creating a trust domain for that exchange. Within the Ecosystem, five roles are identified:

- A Data Source shares or provide access to its data;
- An Aggregator uses the data from the data source(s) and creates and enriches the data e.g. by harmonizing and cleansing data from multiple data sources;
- A National Access Point is a regulated role;
- A Creator uses the available data to create Safety Related Traffic Information;
- A Service Provider renders and distributes SRTI directly to an End User.



Index

Recommendations	4
1. Background	8
1.1 Data Task Force's mission and objectives	10
1.2 Building blocks for the Data Task Force	10
1.3 Origin Data Task Force	12
2. Key Principles	14
3. Proof of Concept: Data for Road Safety	18
3.1 Architecture	20
3.2 Data	20
3.3 ITS Congress Demo	21
3.4 Results Proof of Concept Data for Road Safety	23
4. The future of Safety Related Traffic Information	30
4.2 The future of the Data Task Force	31
4.3 General Assembly	31
4.4 European initiatives	32
4.5 The future of the SRTI Ecosystem – how to join	33
Partners	34



Recommendations



1. Parties to join the SRTI Ecosystem ‘Data for Road Safety’

Significantly improving road safety across Europe for all road users requires the mass involvement of vehicle manufacturers, traffic information service providers, automotive suppliers and public authorities. Such a level of participation will be necessary to ensure the pace and critical mass of safety data required for comprehensive safety related traffic information services. With this paper, the Data Task Force promotes the SRTI Ecosystem: Data for Road Safety; a scalable solution where any industry partner in the transportation, mobility and traffic data domain and public authorities can join and start using to exchange safety related traffic data and information.

2. Engage in the discussion on Safety Related Traffic Information

With the ‘Programme Support Action on a Coordination Mechanism to Federate National Access Points and National Bodies’, the European Commission will launch a platform that will work on the development and harmonization of National Body’s and National Access Points across all participating Member States. Although the ITS Directive consists of several priority actions, the Programme Support Action should also facilitate the work and meet the challenges with regards to Delegated Regulation 886/2013 (priority action c of the ITS Directive).

3. The Multi Party Agreement as a starting point

For the past three years, vehicle manufacturers, service providers, public authorities and the European Commission have intensely debated all relevant aspects in this field. The end result is an agreement on which over twenty organizations have reached a consensus. The agreement provides a solid foundation for the exchange of this information. The baseline of this Multi Party Agreement is Delegated Regulation 886/2013.

4. Safeguard research, development and innovation

Industry and public authorities are investing heavily in their own respective sectors. Close cooperation in the field of Connected, Cooperative and Automated Mobility is extremely valuable for all stakeholders. In order to keep investing in these technologies, it is necessary that there is a return on those investments for the private side. For Safety Related Traffic Information, all partners are contributing in-kind. Other use cases which are not safety-related, although they might be in the public interest, are considered to be commercial offerings to public authorities. During the PoC, it was demonstrated that the data value chain functions properly and that the standards applied are effective. Some parties have however made more progress with the rollout than others. A further development of the data value chain is recommended in order to facilitate a large-scale rollout with a more reliable service.

5. Insight increases the usability of data

The Proof of Concept has shown to be successful. There is however still work left for the future. More insight into the creation of the data, and perhaps some degree of interoperability, helps filtering and cross checks, and may contribute to a further increase in the reliability and therefore usability of vehicle data

6. Development of National Access Points

There is a difference in the way Member States have set up their National Access Point (NAP). It is recommended to keep developing the NAPs in Member States and support steps towards the creation of European-wide solutions to improve data transparency and interoperability, for example to facilitate the provision and use of data.

7. Strength in public-private collaboration

Vehicle data is an important new source for safety information. Not all SRTI-events are covered by vehicle data since other data sources add value as well. Thanks to the participation of the vehicle manufacturers in the Ecosystem, public authorities have gained more insights. The various data sets from vehicles are a true enrichment for the partners in the Ecosystem. However, not all SRTI-events are detected through the use of vehicle data. Other data sources add value as well. Together, it is possible to obtain a more complete overview of the eight types of SRTI events. The intent is to make additional public data available for the Ecosystem. Partners will continue to bring more relevant data to the Ecosystem as their technological capabilities grow.

8. Increase the use of vehicle data for road safety

Data regarding vehicle crashes and broken-down vehicles is already proving to be very useful for generating SRTI messages. It is recommended to continue to use this data for SRTI messages, both by service providers and road authorities. In the Proof of Concept the main focus has been on getting access to in-vehicle generated data. In the continuation of the SRTI Ecosystem, more and more focus will lie on the feedback loop to make the SRTI available in applications, in vehicles and in road authorities' systems.

9. Transparency towards road users

To reduce the risks of insufficient transparency towards road users sending data from their vehicles, the advice is to establish a privacy statement, which explains in a clear and concise manner how personal data is being processed for this type of initiative. Being open and upfront about the processing activities within the SRTI Ecosystem will help to foster trust, which will improve the public's confidence in these initiatives. Actively telling road users about the use of their data will increase awareness and helps them anticipate the potential consequences of its use.

1. Background



State of road safety

Year 2019 was by far the safest on European roads according to European Commissions preliminary figures in 2020. Although 2019 compared to 2010 indicate 23% decrease in fatalities, an estimated 22, 800 people died in a road crash. The European target for the decade 2010–2020 to reduce the number of fatal road crash victims by half, stays far away. Furthermore, it is estimated that each road death causes injuries and life-changing consequences to five more people. In monetary terms, yearly external costs estimation of road crashes in Europe is around 280 billion euros.¹

Aiming to reduce fatal accidents and injuries in future on European roads, the EU has set a new reduction target for the decade 2021–2030: 50% reduction target for road deaths and, for the first time, for serious injuries by 2030. These are target milestones on away to reach zero road deaths in Europe by 2050, that is ‘Vision Zero’².

In order to achieve the set targets for road safety, the European Commission Road Safety Policy Framework 2021–2030 notes next steps and new approaches as set in the third mobility package ‘Europe on the Move’ Communication. Part of these framework approaches are safe systems and new technological advances as well as opportunities of connectivity and automation^{2,3}. The EU strategy on connected and automated mobility looks at a new level of cooperation between road users with potential enormous benefits for the mobility system. The ITS directive (2010/40/EU) and sequential delegated acts further support this development.

The SRTI Ecosystem partners will make a collaborative effort to be part of this new cooperation and share data while supporting road safety.⁴

1 (European Commission (2020), Road safety: Europe's roads are getting safer but progress remains too slow.
2 (European Commission (2019), EU Road Safety Policy Framework 2021–2030 – Next steps towards “Vision Zero.”
3 European Commission (2018), Communication “Europe on the Move – Sustainable Mobility for Europe: safe, connected, and clean”; COM(2018) 293 final, Annex I to the Communication.
4 European Commission (2018), Europe on the Move: Commission completes its agenda for safe, clean and connected mobility.

1.1 Data Task Force's mission and objectives

The mission of the European Data Task Force is to improve road safety by maximizing the reach of safety-related traffic information powered by safety data generated by vehicles and infrastructure. Using the latest technologies, vehicles are able to detect and warn occupants about dangerous road conditions, for example, when roads are slippery. However, the true benefit of these warnings can only be fully realized when they are shared with other drivers and road managers. Within the SRTI Ecosystem, alerts generated by vehicles, along with infrastructure data, are shared using a decentralized data collaboration architecture. Members of the Data Task Force (DTF) consist of public authorities, vehicle manufacturers, automotive suppliers and service providers. Together they represent one of the largest public-private partnerships on road safety.

The Data Task Force is structured around three core principles:

1. **Working together to make driving safer.** Henry Ford: “Coming together is the beginning, keeping together is progress and working together is success”. Safer driving is a shared vision amongst government and industry stakeholders and is a key founding for this public-private partnership.
2. **Safety without compromise.** Vehicle data has the potential to save lives. By making safety data a priority and share data across brands and across borders with the SRTI Ecosystem, we can maximize the benefit it brings and enhance road safety for all road users.
3. **A fair and trusted partnership.** The Data Task Force is a trusted partnership of government and industry stakeholders that enables fair competition. It is based on the principle of reciprocity where safety data is offered in return for safety services.

1.2 Building blocks for the Data Task Force

After extensive discussions involving vehicle manufacturers, service providers, other industry players, European Commission, participating Member States and public authorities, the Data Task Force has reached a best practice on how to share safety relevant traffic data and information. The foundation for this best practice⁵ consists of the following building blocks.

Existing regulatory framework

Parties discussed the applicable Delegated Regulation 886/2013 (priority action c). At the beginning of the Data Task Force this Delegated Regulation was interpreted differently by Data Task Force members. It was necessary to clarify the agreed extent and scope of the Delegated Regulation amongst the involved parties. This resulted in a mutual agreement on:

- The impact on vehicle manufacturers (VM);
- The terms and conditions for the data exchange between VMs and public authorities;
- The terms and conditions for the data exchange between VMs and private parties.

With the support of the European Commission, the Data Task Force has reached a thorough understanding and common interpretation of the Delegated Regulation. The Multi Party Agreement, an evolution of the Memorandum of Understanding, is a practical implementation of Regulation 886/2013. The Multi Party Agreement does contain elements that are not reflected in the Regulation. These elements (listed in chapter 2) are considered to be necessary for members in order to start with the data and information exchange. The initiative can be seen as a way to share this data and information but does not substitute the Delegated Regulation or weaver any rights and obligations parties have under Delegated Regulation 886/2013.

Position Paper ACEA

Vehicle manufacturers proposed terms and conditions for the use of in-vehicle generated data by public authorities in the ACEA Position Paper December 2016. The paper describes the extended vehicle approach for access to data, based on the adopted ISO standards. It presents the view of OEMs as to how data access can occur for third-party services in a manner that proposes a balance between the market-driven needs of service providers, the interests of consumers and the need to protect their personal data and privacy, as well as the protection of road safety, (cyber) security and intellectual property rights. Access to ‘vehicle generated data’ is granted, taking into account the type of use case (purpose for which it is used), the nature of the usage (public interest or commercial interest) and the type of data (personal or non-personal). Vehicle manufacturers consider SRTI as public interest data.

⁵ [Good practices on B2G data sharing: safety-related traffic information.](#)

As the availability of this data is in the public interest, vehicle manufacturers are prepared to make this data available in an anonymised manner to public authorities (or private operators entrusted with a public task such as road operators) on a reciprocal basis. Private operators using this data for a commercial purpose (developing apps, for example) can obtain this data on the basis of a B-2-B agreement with the vehicle manufacturer.

This distilled to the following principles:

- Free of charge;
- On the basis of reciprocity;
- For road safety purposes;
- For public authorities.

Business 2 Business

During the course of discussions, parties identified the need to involve data aggregators and service providers in order to get Safety Related Traffic Information spread to as many road users as possible. The ACEA proposal has therefore been extended to include private parties. Although this has a positive effect on road safety, it did complicate the process, as multiple parties had to agree on sharing data and information free of charge, also taking into account the competition law principles.

1.3 Origin of the Data Task Force

On 15 February 2017 in Amsterdam, European Transport Ministers, European Commission and industry representatives assembled in the first High Level Meeting on Connected and Automated Driving. These informal structural dialogues were set-up in the Declaration of Amsterdam⁶. They had the aim to:

- Support, monitor and guide the actions as identified in Delegated Regulation 886/2013;
- Discuss national developments and deployment issues;
- Give recommendations to the European Commission;
- Work with the European Commission and industry, including Small to Medium Enterprises;
- Facilitate the exchange of best practices between member states;
- Maintain a strategic overview of existing EU platforms and working groups.

One of the eight⁷ conclusions on that day was the following:

‘Participating Member States and the industry will start a dedicated public-private task force that will set the first steps to deploy data-sharing for safety related data in real life situations (local hazard warning, incident management, infrastructure maintenance and traffic management).’

- The taskforce will look into the role of road operators and the possibilities of data sharing in a reciprocal manner.
- The aim is to realize this category of data sharing for large-scale deployment in these areas by 2019, in the participating Member States.
- This group is to report back during the subsequent meetings, providing the High Level Meeting with concrete proposals for the first steps towards integrating data and data-sharing into the effective development of automated driving functions, including eHorizon, and a further reduction of road traffic fatalities.

During the subsequent meetings in ministerial High Level Meetings in Frankfurt and Gothenburg, the Data Task Force reported on its results.

This report is the end report of the Data Task Force and thus its final recommendation.

⁶ Declaration of Amsterdam.

⁷ High Level Meeting.

2. Key Principles



In order to start the data exchange, the Data Task Force partners agreed on a number of aspects such as the conditions of exchange, the allowed use of data and access to the data. The Data Task Force principles are valid within the SRTI Ecosystem. Joining the SRTI Ecosystem by signing the Multi Party Agreement alters however in no way any rights and obligations parties have, including the European Delegated Regulation on the exchange of Safety Related Traffic Information. The Data Task Force has consulted the European Commission and other relevant regulatory bodies throughout this process to ensure its principles do not conflict with any relevant legislation. The Multi Party Agreement, which contains these principles, is the result of three years extensive discussion on this topic between members of the Data Task Force.

Free of charge...

Data is exchanged within the SRTI Ecosystem for the sole purpose of road safety, without any financial compensation between the parties.

...on the basis of reciprocity...

The reciprocity principle simply means that if you get something - you give something. Each role brings a value to the Ecosystem. For example, the Service Providers benefits by having access to the vehicle-generated data, as they did not have prior access to this data or had access under less favorable terms and conditions. To avoid a 'freerider'⁸, the Creator is required to make the SRTI warning created out of the data available to the Ecosystem. In this way, not only do the customers of the service provider benefit, but also the customers of the data sources and by extension, the entire Ecosystem.

...for road safety

Data received through the SRTI Ecosystem can only be used to create Safety Related Traffic Information. Some of the data might be relevant for other uses cases such as asset management for public authorities or insurance use cases for the industry. It is strictly prohibited to use the data in the SRTI Ecosystem for any other purpose, as the members consider other usage to be commercial use cases.

⁸ Entities who benefit from resources, public goods, or services but do not pay for them, which results in an under-provision of those goods or services.

Decentralized approach

Partners acknowledge the necessity for all parties within the Ecosystem to be granted access to the relevant data and information on a non-discriminatory basis. The National Access Point (NAP) can vary in functionality per Member State. At the minimum, it provides pointers to the available data. The decentralized approach does not operate exclusively via the NAP, but does safeguard that the NAPs are in the loop. Parties have also the liberty to choose one or more roles, e.g. a Data Source and a Service Provider.

Allowed use of SRTI in a commercial environment

To effectively utilize the distribution channels of private Service Providers and the capabilities of Aggregators, the Multi Party Agreement contains a description of the allowed usage of safety related data, such as vehicle-generated data, in a commercial environment. One of the goals of the SRTI Ecosystem is to decommo-ditize (make it available in as many vehicles/apps as possible) Safety Related Traffic Information, so that the feature itself does not offer any distinctive added value from one party to another. It has to be so freely and widely available in vehicles and apps that it is considered to be normal.

Safeguard industry generated data from being open data

In order to make sure the previous principles are met, public authorities do not make the data generated by the SRTI Ecosystem available as open data. Public authorities that use data sourced by private parties (such as vehicle generated data) to verify, cross validate or generate Safety Related Traffic Information themselves, are obliged to make this information accessible as required under the open data directive. The use of this information is not monitored or limited.



Public tasks

In addition to making Safety Related Traffic Information, public authorities can also use the data to conduct an ad hoc public task to enhance or safeguard road safety (e.g. sending emergency services, redirecting traffic to avoid safety critical situations, protect the vehicle crash area, etc.).



3. Proof of Concept: Data for Road Safety



The Data Task Force initiated the Proof of Concept (PoC) Data for Road Safety to take the first steps towards a harmonised exchange of vehicle data with the aim of generating Safety Related Traffic Information. This PoC was necessary to develop and test the exchange of SRTI messages between private and public partners. The PoC was launched at the ITS Europe conference in Eindhoven on 3 June 2019 and ended in early October 2020.

As from 3 June, participating parties are European Member States (Netherlands, Germany, Spain, Finland and Luxemburg), service providers (HERE Europe and TomTom Traffic) and car manufacturers (BMW, Ford, Daimler and Volvo, co-steered by ACEA). During the PoC, the Ecosystem was expanded by the accession of ASFINAG Maut Service GmbH/Austria, Flemish Agency for Roads and Traffic/Belgium and Highways England/United Kingdom (public authorities) NIRA (supplier) and Audi, Scania and Honda (manufacturers).

The Data Task Force has the aim to enhance data sharing so road users can be informed with the most reliable and timely road safety information available. Industry and Member States have agreed that, in order to move quickly towards deployment, the scope of the PoC would be limited to the 8 Safety Related Traffic Information (SRTI) categories as defined by the Delegated Regulation 886:

1. Temporary slippery road
2. Animal, people, obstacles, debris on the road
3. Unprotected accident area
4. Short-term road works
5. Reduced visibility
6. Wrong-way driver
7. Unmanaged blockage of a road
8. Exceptional weather conditions

Timeline

FEB 2017	MAY 2017	SEP 2017	JUN 2018	JUN 2019	OCT 2020
1st High Level Meeting Amsterdam: official Launch Data Task Force	1st Data Task Force meeting	2nd High Level Meeting Frankfurt	3rd High Level Meeting Gothenburg	Launch of Data Task Force Proof of Concept & MoU signed	Launch of SRTI Ecosystem & Multi Party Agreement signed



3.1 Architecture

Data Task Force partners can choose for themselves which role they want to perform in the Ecosystem. There are five different roles:

- A **Data Source** shares or provide access to its data;
- An **Aggregator** uses the data from the data source(s) and creates and enriches the data e.g. by harmonizing and cleansing data from multiple data sources;
- A **National Access Point** is a regulated role⁹;
- A **Creator** uses the available data to create Safety Related Traffic Information (SRTI);
- A **Service Provider** renders and distributes SRTI directly to an End User.

Parties can also fulfill multiple roles. All of these roles can be performed by a public or private party, except for the National Access Point, which is run by Member States. The different parties connect to each other via each of their cloud-based solutions.

3.2 Data

Vehicle manufacturers provide vehicle-related data to enable the creation of the 8 SRTI categories. An example: a vehicle that performs an emergency brake can signify an obstacle on the road. The vehicle manufacturer provides data on this situation to a party that combines and validates this data from this manufacturer and other data (the Aggregator). Subsequently, the Creator will process this into a traffic related message (SRTI). The end user (the vehicle driver) receives the message 'obstacle on the road' by a Service Provider.

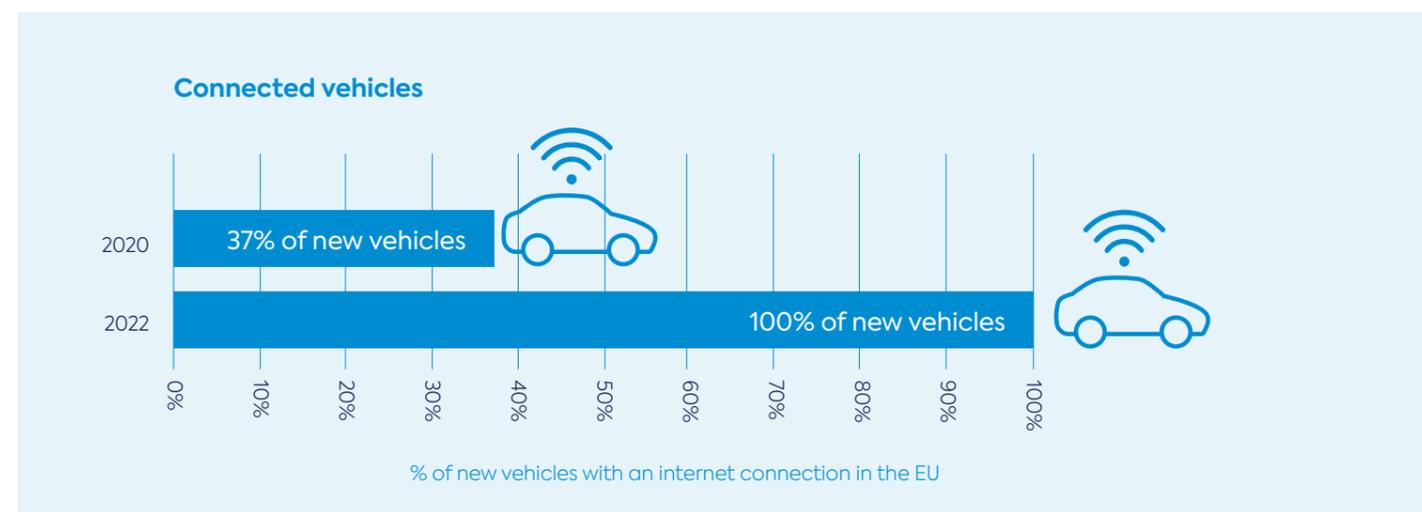
The 'emergency brake event' in the example is the so-called 'level 2 data'. To make these warnings, multiple datatypes are used. To create for example a 'slippery road' alert, one could use the following aspects from different sources;

- Public data Weather stations
- Vehicle generated data Loss of traction
- Other private sector data Crowdsourced alert

⁹ As described in article 7 of Regulation 886 and respectively in Article 3 of the Delegated Regulations (EU) 2015/962 and (EU) 2017/1926;

Although all of these messages are in scope of the SRTI Ecosystem, the main focus during the Proof of Concept was to enable the access to and sharing of vehicle generated data.

Today the SRTI Ecosystem counts over 3 million connected vehicles in the European Union, delivering on average tens of millions of events a month.



Level 1 data is considered raw sensor data, and is out of scope of this SRTI Ecosystem. On the basis of privacy, intellectual property and technical challenges, the level 1 data is undesirable in this cooperation.

3.3 ITS Congress Demo

On the 3rd June 2019, a demonstration was held at the occasion of the European ITS Congress in Eindhoven to launch a 12-month Proof of Concept of the Data Task Force: Data for road Safety. The purpose of the demonstration was to practically showcase the technical feasibility of the SRTI Ecosystem in front of high-level representatives of Data Task Force members, the European Commission and the press.

The demonstration involved a fleet of 9 cars (three BMW, three Mercedes-Benz and three Ford) which drove along a pre-defined route from the center of Eindhoven (Pullman Hotel) to the venue of the ITS Congress (Evoluon Congress Centre) which took approximately 20 minutes.



Along the route, the fleet of vehicles passed by roadworks and two broken-down vehicles, a BMW vehicle which manually triggered an eCall signal and a Mercedes-Benz vehicle which manually triggered a hazard warning. After the SRTI data passed through the de-centralized data collaboration architecture, the drivers and passengers of the BMW and Daimler fleet were displayed the hazard warnings via in-vehicle TomTom Traffic and the TomTom GO Mobile application.

The Ford vehicles displayed the SRTI warnings to the driver and passengers inside the car based on simulation. By entering the type of message and exact coordinates of the broken-down vehicles, it was possible to display these warnings inside the vehicle.

The demonstration ran very smoothly across the entire value chain of the SRTI Ecosystem from the back-end to the front-end operation. The latency of these messages from end to end took some minutes.



3.4 Results Proof of Concept Data for Road Safety

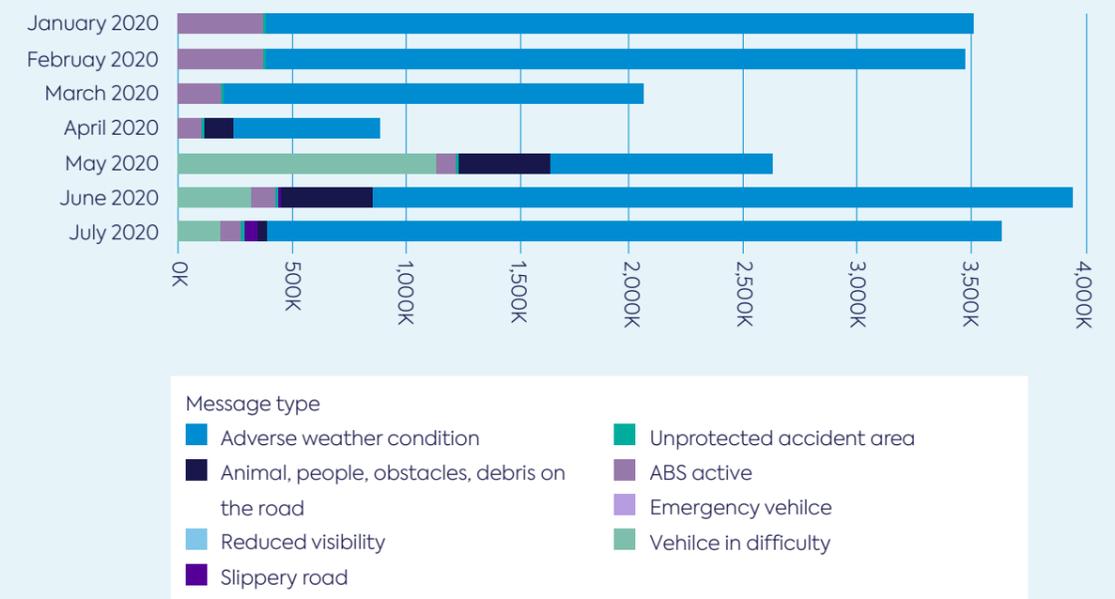
The Dutch Ministry of Infrastructure and Water Management asked Sweco, a consultant, for a (mainly technical) monitoring and evaluation for the PoC. For this, Sweco has been given access to the data of the Dutch National Access Point, which is provided by the National Road Traffic Data Portal (NDW). The results in this paragraph refer to the Dutch participation in the PoC. All service providers, suppliers and vehicle manufacturers provided data for this purpose; some of them supplied data for the whole of Europe, others for the Netherlands only.

The complete Monitor and Evaluation report is available on www.dataforroadsafety.eu.

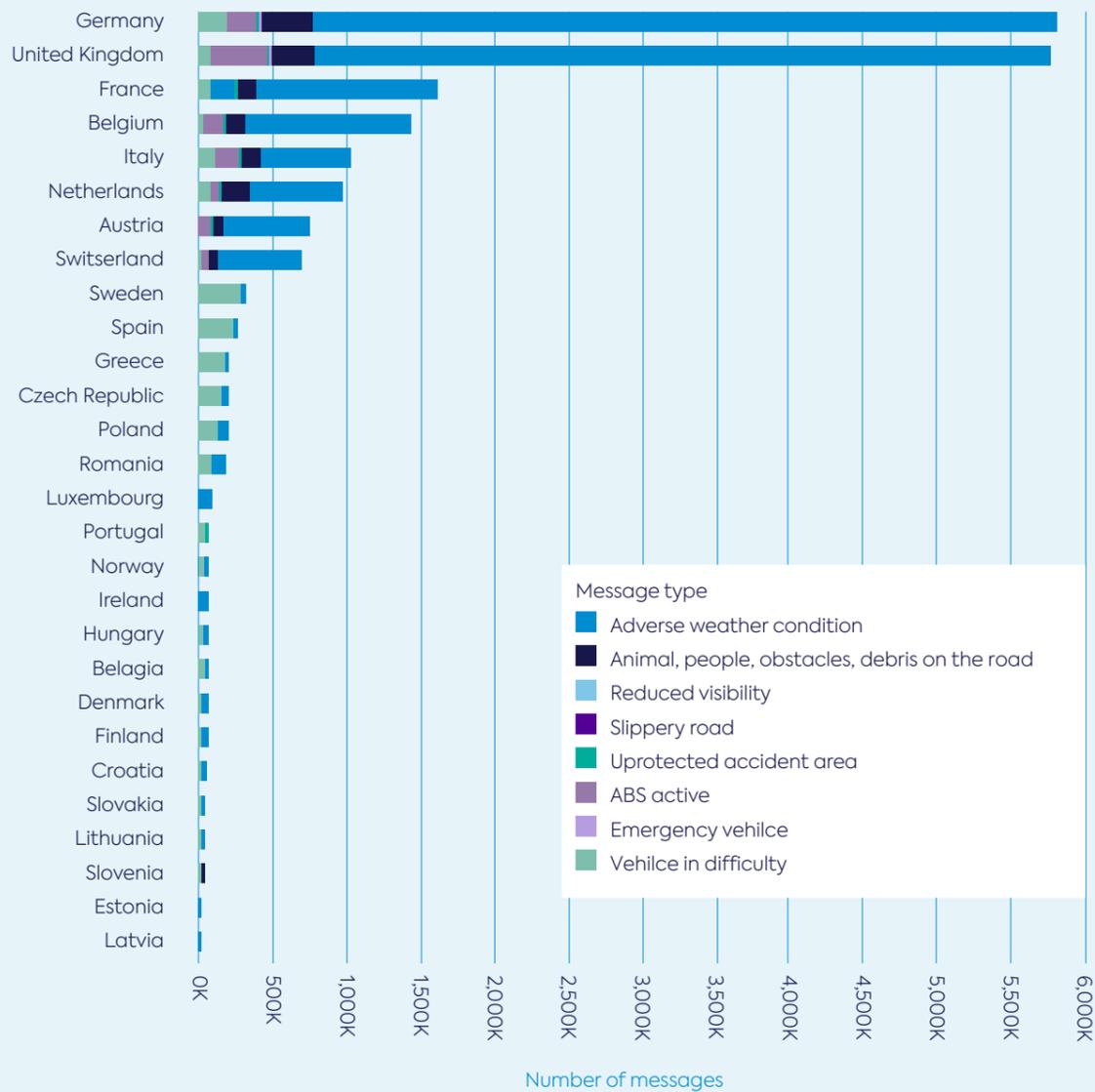
Vehicle data

During the PoC, NDW received approximately 28 million messages from Data Sources, the intensity changed over the months. Six parties supplied data to the Dutch National Access Point.

Number of messages per month

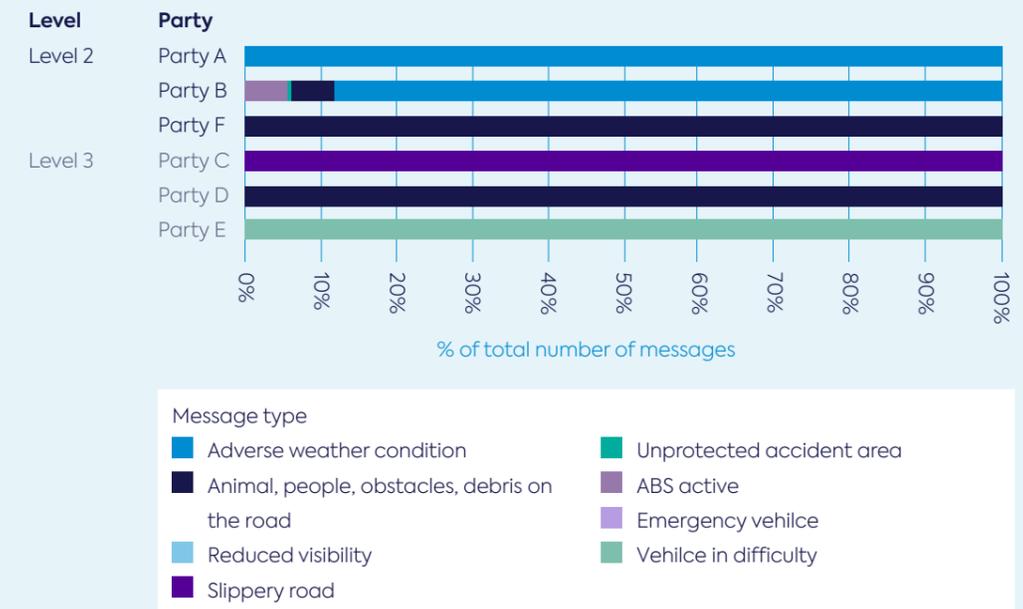


Number of messages per country



There are differences between the Data Sources in terms of the types of notifications provided.

Types of notifications per party



The data flow has gradually become available. In part, this has to do with operational readiness of the various partners. At the time the Proof of Concept started, the developments to collect and access data were often still ongoing or were in a test phase. The COVID-crisis and a statement by the European Data Protection Board, which drew up additional guidelines for asking the vehicle owner for permission to collect data, also played a role.

Most parties do not specify on the basis of which (combination of) sensors and triggers a notification is made. As a result, it is not always clear to which of the 8 SRTI-events a notification belongs. This concerns the notifications ABS active (which, based on the vehicle trace, is found both in the case of braking and accelerating), Vehicle in difficulty (of which it is unclear what kind of notification this is) and Emergency vehicle (which may be classified under animal, people, obstacles, debris on the road).

Vehicle data contributes at this moment to five out of the eight Safety Related Traffic Information categories.

However, the SRTI messages that cannot be detected by vehicle data at this point in time, might be available at public parties and other industry partners.

Vehicle data in the Proof of Concept



vehicle data available for service providers and road authorities



vehicle data available after post-processing (clustering, filtering) for service providers and road authorities



no vehicle data available yet

- | | | |
|--|-----------------------------------|---------------------------------|
| 1. unprotected accident area | 3. temporary slippery road | 6. short-term road works |
| 2. animal, people, obstacles, debris on the road (broken-down vehicle) | 4. reduced visibility | 7. wrong-way driver |
| | 5. exceptional weather conditions | 8. unmanaged blockage of a road |

Latency

The latency (or delay) of the messages is an important feature for determining the usability and added value of the vehicle data. The lower the latency, the more up-to-date the messages and the sooner action can be taken in unsafe situations. Messages that are too old may be outdated and will therefore be less reliable. Within this PoC, the latency refers to the length of time between the incident (as registered by the vehicle) and the time when the safety notification(s) file became available on the NAP server for users.

Latency

The time between the incident as registered by the vehicle and the time the message is available on the NAP-server for other parties.



% of the messages available within the time mentioned

Time gain

The vehicle data was linked to existing data sources of Dutch road authorities and Waze. In these notifications, a distinction was made between broken-down vehicles and vehicle crashes. The reports of vehicle crashes and broken-down vehicles using vehicle data were received earlier than SRTI reports from other existing data sources.

Time gain

Vehicle crashes



Average time saving

Broken-down vehicles



Average time saving

97% of the accidents and breakdowns reported by vehicle data could not be compared with existing sources, because there was no information about these incidents in the existing sources.

Effect on road safety

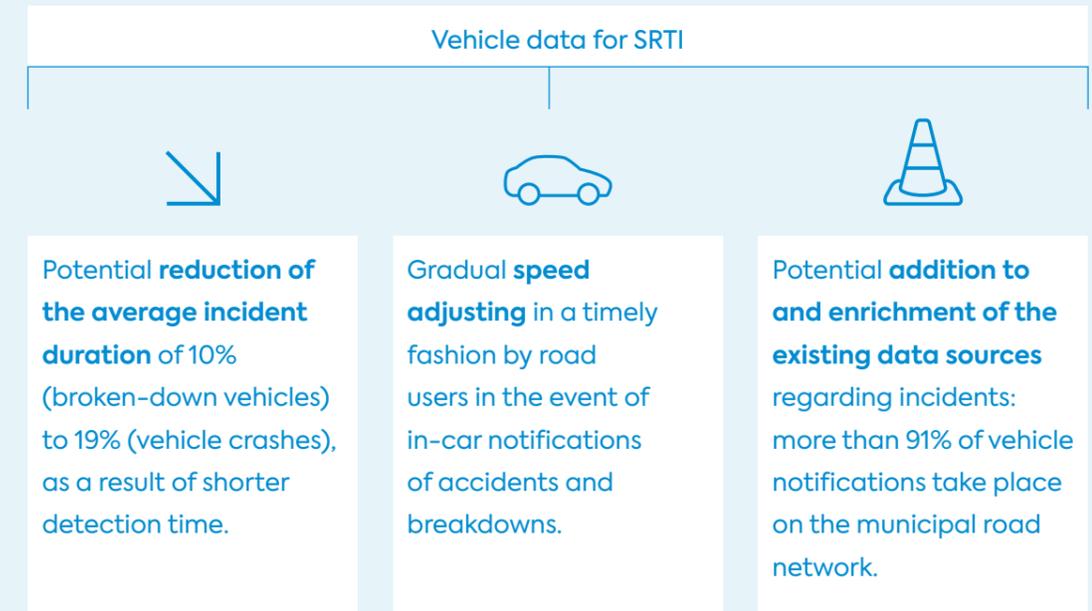
The availability of Safety Related Traffic Information has a positive effect on road safety. It helps accelerating the deployment of emergency services and recovery companies by public authorities. The exact location of vehicle crashes and broken-down vehicles is also shared within seconds with service providers, who can issue warnings for road users. Previous evaluation studies of in-car warnings show that road users gradually adjust their speed after in-car reports of vehicle crashes and broken-down vehicles¹⁰. This ensures a lower chance of (subsequent) vehicle crashes.

For example: in the Netherlands, vehicle crash reports provided by vehicle data arrive earlier than reports from the existing sources, ranging from 7m 42s to 21m 48s time savings. The average gain in time is 11m 43s. The average incident duration of a vehicle

crash or breakdown is around 45 minutes¹¹. If we assume that using vehicle data results in a traffic control centre that is informed only 3 minutes earlier (on average) about incidents than when using the existing data sources, this leads to a potential reduction of the average incident duration of 10% (broken-down vehicles) to 19% (vehicle crashes), as a result of shorter detection time. Traffic flow also benefits from the decrease of the average incident duration, with positive effects on sustainability as well.

The vast majority (97%) of the vehicle crashes and broken-down vehicles reported by vehicle data in the PoC could not be compared with existing sources, because there was no information about these incidents in the existing sources. The vehicle data potentially provides an important addition and enrichment of the existing data sources.

Effects

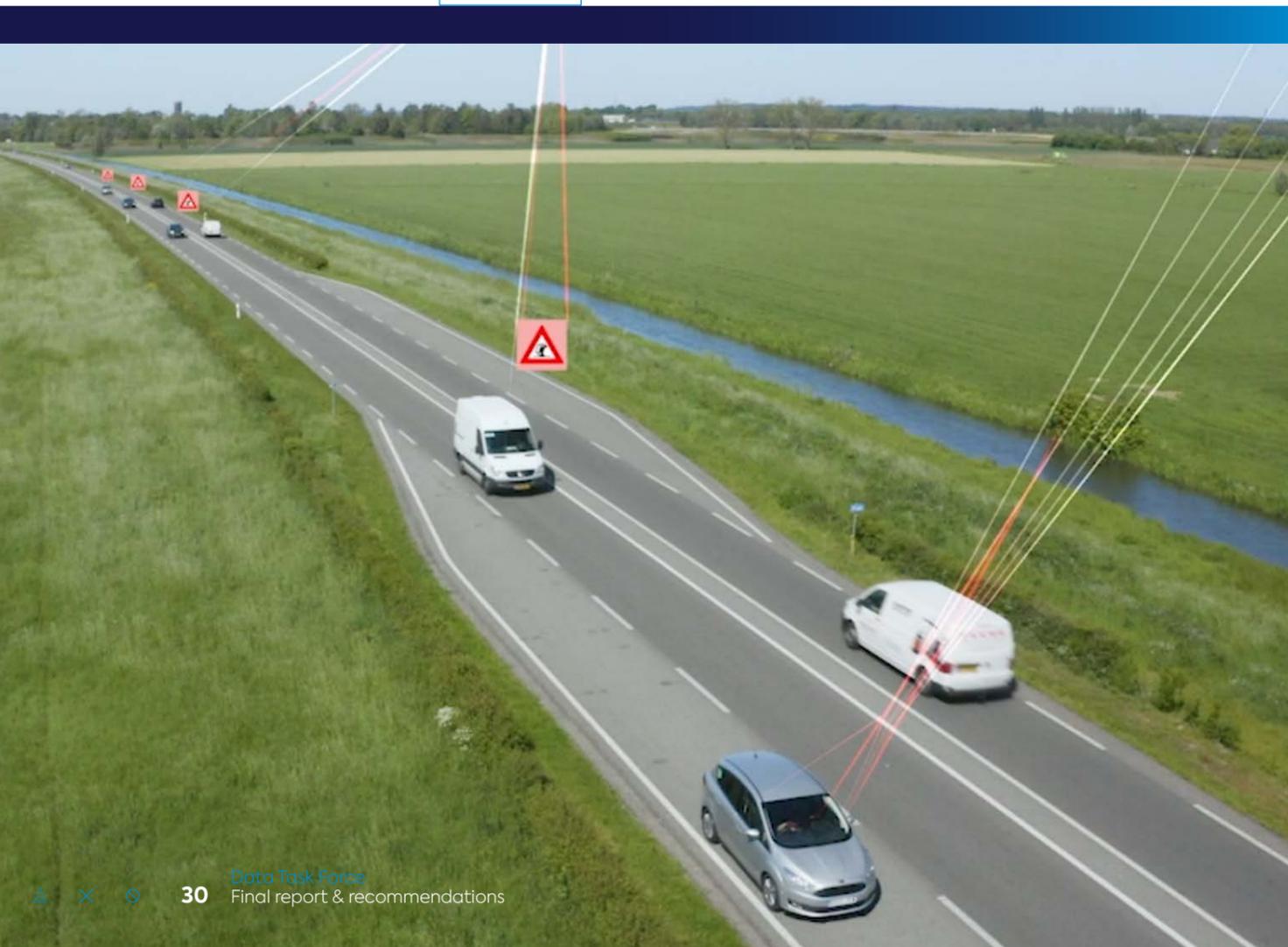


¹⁰ BeMobile, Evaluatie opvolggedrag en impact; Talking Traffic, 10 juli 2020

¹¹ De Verkeersonderneming, Eindrapportage "Optimalisatie incidentafhandeling in de regio Rotterdam" Beter Benutten Vervolg, 2017 – 2018, oktober 2019



4. The future of Safety Related Traffic Information



The Data Task Force – with this report – has put forward its findings and recommendation to the Transport Ministers, European Commission and industry associations at the High Level Meeting on Connected and Automated Driving on October 7, 2020 organized by Finland. During that meeting, the continuation of the SRTI Ecosystem was announced: an integrated system based on industry and public data that sends safety information to other road users and to road authorities.

4.1 The future of the Data Task Force

The Data Task Force has completed its primary task: accelerating the deployment of data sharing for SRTI. In the light of the ‘Programme Support Action on a Coordination Mechanism to Federate National Access Points and National Bodies’ and the possible revision of the Delegated Regulation on the provision of Real Time Traffic Information, it is undesirable at this point in time to expand the scope to traffic- and mobility-management as requested by the Transport Ministers at the High Level Structural Dialogue in Frankfurt (September 2017). The Data Task Force will therefore discontinue as a platform and will be put in hibernation-mode awaiting for a potential opportune moment in the future.

The partners of the Data Task Force will continue the work and launch a SRTI Ecosystem; Data for Road Safety. The governance of this Ecosystem takes place in a so-called General Assembly.

4.2 General Assembly

To safeguard and continue to evolve the SRTI Ecosystem, the partners have established a General Assembly. The General Assembly is an annual meeting where all partners of the Ecosystem discuss topics to:

- Assess the performance of the Ecosystem;
- Discuss ways on how to promote the Ecosystem to potential new partners;
- Settle disputes with regards to parties’ performances;
- Safeguard the founding principles of the Ecosystem;
- Other actions that would benefit the Ecosystem.



The General Assembly has a rotating chair, which is appointed at the end of every meeting. More information on the General Assembly can be found at www.dataforroadsafety.eu.

4.3 European initiatives

In addition to the General Assembly, the public authorities involved are committed to involve other Member States in the findings of the Data Task Force.

With the 'Programme Support Action on a Coordination Mechanism to Federate National Access Points and National Bodies', the European Commission will launch a platform that will work on the development and harmonization of National Bodies and National Access Points across all Member States. Although the ITS Directive consist of several priority actions, the Programme Support Actions is committed to address the work and challenges with regards to Delegated Regulation 886/2013 (priority action c of the ITS Directive). The Data Task Force urges the European Commission and the Programme Support Action partners to look at the Multi Party Agreement as a starting point.

4.4 The future of the SRTI Ecosystem – how to join

Significantly improving road safety across Europe for all road users requires the mass involvement of all vehicle manufacturers, traffic information service providers, automotive suppliers and governments. Such level of participation will be necessary to ensure the pace and critical mass of safety data required for comprehensive safety related traffic information services.

Therefore, the Data for Road Safety partners are launching a call for more stakeholders to join this SRTI Ecosystem and improve road safety in Europe.

New members will benefit from joining the SRTI Ecosystem 'Data for Road Safety' at a mature and stable stage with a robust Multi Party License and governing General Assembly in place, that structure the activities of the partnership. New members will be able to benefit from relationship building opportunities with other members and exchange of best practices with regards to SRTI data sharing and service creation.

Membership of the SRTI Ecosystem is subject to the approval of the General Assembly chair. Prospective members can visit www.dataforroadsafety.eu for more details.



“Luxembourg firmly believes in the value of data ecosystems to address our modern challenges and provide meaningful and innovative solutions for our society. Working together at a cross-border level to facilitate and promote the use of SRTI data for the benefit of road users in the EU is a tangible example of the advancements made possible in the spirit of cooperation.”
Mario GROTZ, Director General for Research, Intellectual Property and New Technologies, Ministry of the Economy, Luxembourg

“Through the Proof of Concept, we want to learn more about the technology and the tools required to realize the positive benefits of sharing safety related data. We very much believe that reciprocity must be at the heart of the approach, and if we want to go beyond the current trial, we would need a separate agreement. Another significant consideration to ensure collaboration and cooperation across the member states is to enable easier integration with each of the access points. Obviously, there’s no ‘one size fits all’ approach.” *Mark Harvey, Director EU Enterprise Connectivity, Smart Mobility, Ford of Europe*



“It is great to see how this new cooperation is being established. By sharing information, we can all get a better picture that will enable us to improve road safety. As a rather small cog in the network, we are more than happy that we were able to join the Data Task Force.” *Patrick Deknudt, Head Traffic Management, Belgium*

“We’re more than happy to share this data with other OEMs and service providers. And we have identified lately that this Data Task Force is really the environment where we could make this happen”.
Jonas Rönkvist, Head of Software Business and Strategy, Volvo Cars Group



“Data sharing is very important because it accelerates the pace and reaches a critical mass of data you need for safety services. That’s why we are very pleased to be a part of the European Data Task Force. As they say, sharing is caring.”
Ralf-Peter Schäfer, VP Traffic, TomTom

“The mobility and transportation sector is an evolving industry. Data sharing is possible on a whole new level, and we need to be an active part transforming the ecosystem around road and traffic safety. For a company such as NIRA, where road safety and sustainability are top priority, we see the cooperation within DTF as a way of increasing collaboration between members. This way we will have a better understanding of future possibilities. We need to understand how we can make the most for the end users on the roads.” *Björn Zachrisson, Business Development Manager, Nira Dynamics*



“Safety is a top priority for our vehicle manufacturers. The connected ecosystem brings new dynamics and proves that data exchange can lead to enriched knowledge of the road safety conditions. This Data Task Force is a true good example of public-private cooperation with tangible results for road safety. Vehicle-generated data flows via the extended vehicle model in a safe and secure way. This is a true win-win for society.”
Joost Vantomme, Smart Mobility Director, ACEA

“The work of the Data Task Force demonstrates new models to advance sharing of safety related traffic information that can enhance traffic safety and flow, as well as promote innovation and enables improving service quality for European citizens.”
Mikael Nyberg, Ministry of Transport and Communications, Finland



Colophon

October 2020

Graphic design:

www.lexenzo.nl

Photographs:

TomTom, www.paulvoorham.nl,

Ministry of Infrastructure and Water Management.

Contact / more information:

www.dataforroadsafety.eu





www.dataforroadsafety.eu

