



Digitalisation of transport priorities of the European Commission

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- 20% CO₂ emissions from transport by 2030

- Global solutions to reduce emissions (IMO, ICAO)
- Polluter pays principle
- Modal shift

DECARBONISATION



deployment of connected vehicles on European roads by 2019



- Intelligent Transport Systems (ERTMS, SESAR, VTMS, RIS)
- Collaborative Economy
- Drones

DIGITALISATION



INNOVATION



GLOBAL LEADERSHIP

INVESTMENT

- Innovative financing mechanisms (EFSI)
- Infrastructure investment (CEF)
- Strategic Research and Innovation



CEF €24 bn for 2014-2020



PEOPLE

- Safety and Security
- Passenger Rights
- Jobs

Halving road deaths by 2020





Digital transport... opportunities

- **New digital technologies** for better and more efficient transport
- **Data** - the new fuel for transport offering opportunities to organise transport and mobility services in a new and innovative way
- **Digitalisation** opening a wide range of innovative services; new business models; new players



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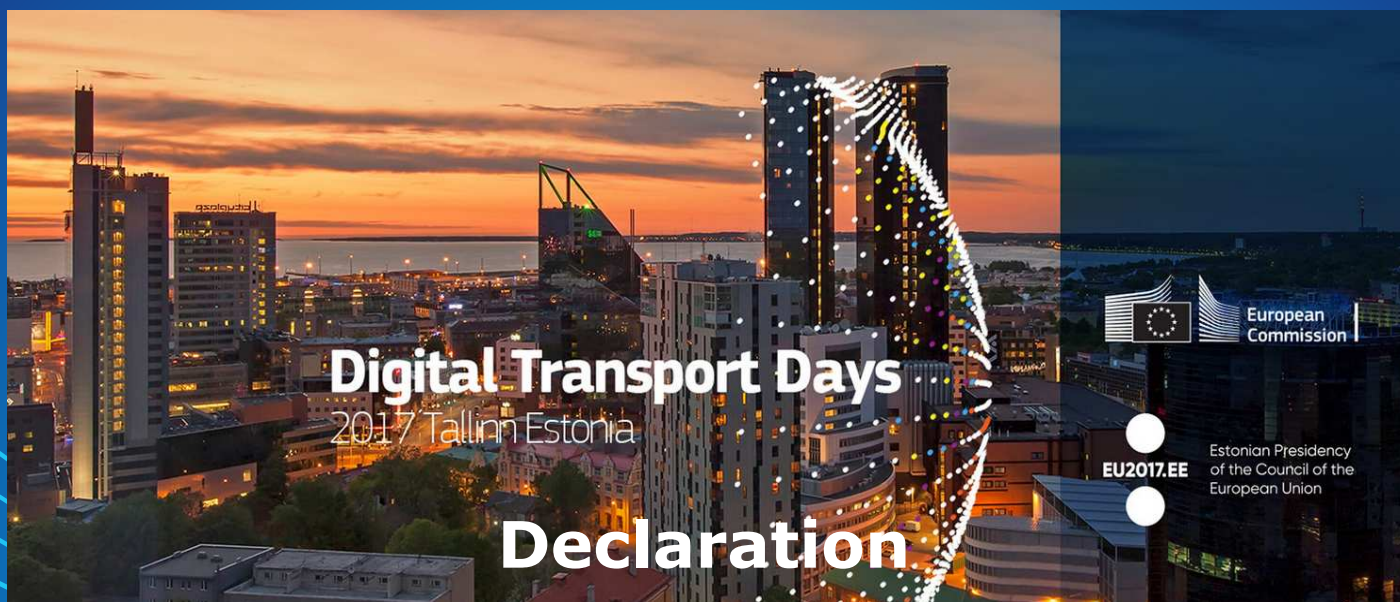
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... but also (common) challenges

- Data protection and privacy
- Cybersecurity
- Liability
- Availability and accessibility of data
- Changing roles of stakeholders, including public bodies, "coopetition" (cooperation between competitors)
- Social impact







1. We must dare to dream and turn those dreams into reality. European leadership in digitalisation - at all levels, from all stakeholders, individually and collectively - must transform our transport system in all its aspects, making it more efficient, safe, inclusive, sustainable and multimodal in the ultimate interest of all users.

2. Digitalisation can and must enable the safe automation and the seamless integration of all transport modes and increasing the capacity and quality of the different transport modes. The technology is becoming available now and we must use it.

3. Data access, sharing and re-use in the mobility, transport and logistics sectors, including between public and private partners is essential - and this will not happen without trust.



4. To deliver such interoperable solutions, we need to get the governance right and find global solutions.
5. Common data models and interfaces facilitate paperless data sharing and thereby reduce administrative burdens, increase efficiency and safety, and help create new mobility services.
6. Higher levels of data protection and privacy such as provided by the General Data Protection Regulation offer the opportunity to gain consumer trust in a digitalised transport world.
7. Transport must adapt to evolving challenges such as cyber-attacks which threaten lives and businesses, by inter alia raising awareness and by collaborating and exchanging information.





8. For digitalisation to work, we must always remember that it's still about people. Creative and concrete new measures will be needed to ensure a socially sustainable transition to digitalised and automated transport. Investing in skills and in life-long learning is also an investment in digitalisation.

9. It is crucial to allocate sufficient EU budget, using it strategically to boost investment and specifically to support the development and the deployment of EU-wide transport digital initiatives.

10. Increased cooperation of all stakeholders, old and new, is essential. Public private partnerships and shared vision are key for the successful digitalisation of any future mobility system and the development of a single digital transport area..





Transport digital "agenda"



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Waterborne transport

- Create more efficient river traffic management through digitalisation
- Digitalise the whole inland waterways value chain to support multimodality
- Simplify and harmonise ship reporting formalities to enter EU ports
- Foster maritime surveillance through digital tools to ensure safety, security, pollution prevention and legal compliance with fishery and enforcement policies



Road transport

- Intelligent transport systems
 - Foster harmonisation of ITS services through standardisation and technical specifications
 - Simplify tolling through increasing interoperability (one on board unit, one invoice, one contract)
 - Develop a European Framework Architecture for Intelligent transport services, as a reference tool for implementers
 - Ongoing ground work to define future policy framework for intelligent transport systems





- Cooperative, connected and automated mobility
 - Foster increased use of public road traffic data for more accurate in-vehicle digital maps
 - Develop and implement a common European security architecture for connected infrastructure and vehicles
 - Set technical requirement to ensure interoperability in the field of connected infrastructure and vehicles
 - Identify common prioritised use cases at EU level on automation to foster cooperation between Member States and industry



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Air Transport

- Development of U-Space to allow scalable drone deployment in the EU and create a European network of demonstrators
- Modernise air traffic management through digitalisation and foster cybersecurity
- Data4Safety



Rail transport

- Enhance reliability and traceability of rail freight through real time information on time of arrival
- Foster the coordinated deployment of ERTMS, the European railway traffic management system for increased safety, reliability and efficient capacity management.



Cybersecurity

- develop a cybersecurity toolbox of advice and support and that can be provided to key staff working to mitigate cyber threats across all modes of transport
- consider further transport sector initiatives in cybersecurity while ensuring the link with horizontal activities developed under the NIS Directive, notably in relation to the monitoring and required reporting on cyber-security incidents in the different transport modes



Social dimension

- A study on the social dimension of the transition to automation will be carried on in 2018





Horizontal instruments/enablers

- Promote access and sharing of data ('Building the EU data economy')
- Ensure cybersecurity (EU action plan)
- Implementation of general data protection regulation and specific data protection rules for transport



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Multimodal

- Freight
 - Move from paper to electronic documents for freight transport, operations, and social issues
 - Facilitate data sharing in logistics and freight transport through digital corridor information systems
- Passengers
 - Support more accurate EU wide multimodal journey planners through data sharing mechanisms (involving public and private actors) and availability of travel information.
 - Identify remaining challenges and possible solutions for the emergence of EU-wide integrated ticketing.





Thank you for your attention!

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