

Statement
of Mr. MDirig. Wolfgang Hahn
on the Occasion of the
Inaugural Conference
of the Euro-regional Projects
Düsseldorf, 11 June 2003

Dear Mr. Mayor Erwin, dear Mr. Onidi,

Ladies and Gentlemen,

On the occasion of the first Conference of the Euro-regional Projects, hosted by the Project CENTRICO, here in Germany, I bring the greetings of the Federal Minister for Transport, Building and Housing, Dr. Manfred Stolpe. His cordial thanks apply for the Organisational Committee, the Commission of the European Union and all other Euro-regional projects which will take part on this event.

(Ladies and Gentlemen)

why takes this conference now and here place, why is it important ? Let me please make a short journey to the past, in the history of ITS-Implementation in Europe:

Since the 1990s, the European Union and the Member States has been working on establishing major trans-European networks that interconnect the infrastructure of the Member States, including the telematics and telecommunications infrastructures needed for traffic management systems and travel information services.

Following several research and development programmes, the adoption in July 1996 of the Community Guidelines for the development of the trans-European transport network, the **TEN-T guidelines**, marked the start of a series of Community measures and actions aimed at promoting the information society throughout the transport system. These guidelines include the telematics infrastructure for traffic management systems and traffic information services. The aim is to ensure interoperability and the continuity of services across borders.

Since 1995 the Commission has supported first Euro-regional Projects (CENTRICO and SERTI). Other initiatives were set up in 1996 (CORVETTE, VIKING) and in 1997 (ARTS). The success of the past Euro-regional initiatives has demonstrated the European added value of such cross-border activities and led to the EC-Decision of 19 September 2001, concerning the Multi Annual Indicative Programme (MIP), with a 6 year commitment from the TEN-T budget to support ITS projects. The MIP-Programme provides a new opportunity for long term planning in the Member States.

Intelligent Transport Systems (ITS) has become more important within the EU transport policy as well as at regional and national level.

Technology solutions developed in national and European research programmes (4th and 5th Framework in RTD - research and technology development) were geared towards alleviating the problems facing transport infrastructure networks.

The focus now is putting that research into action.

The **White paper on Common Transport Policy** adopted in September 2001 identifies the alleviation of congestion and of transport bottlenecks as top priorities for the 10 years to come and promotes the use of ITS to solve these critical issues.

The strategic decision to go ahead with the **GALILEO** project was taken in March 2001 during the Council of Transport Ministers in Stockholm. GALILEO, the civil satellite positioning and navigation system project, will contribute to the development positioning capability. GALILEO will, in particular, be a major impetus to the development of **ITS for road**.

(Ladies and Gentlemen,)

In many places throughout Europe, ITS systems and in particular advanced road traffic management systems and traffic information services have already been implemented.

The traffic policy in Germany sets a programme of selective measures. The necessity for the removal of congestions on the motorway network stands completely in front. This is one of our most important tasks.

The development of roads is on the one hand necessary: For this we have conceived the anti-congestion program with an amount of 1.9 billion EURO up to the year 2007.

On the other hand we must strongly use the already existing technical achievements, the possibilities of the information and communication technology, in order to reach a better distribution of the traffic volume by the aid of traffic control and traffic telematics systems. In Germany the Federal Government already invested approx.. 550 million Euro into automatic systems for traffic control.

Today, traffic line control systems influence the traffic on approximately 850 of altogether 11,500 motorway km on-line, depending on the actual weather and traffic situation. At many motorway junctions variable message signs (VMS) can give bypass recommendations for alternative routes depending on the traffic volume or incidents.

Intelligent and modern telematics systems are for the drivers an important aid to use the existing infrastructure as safe as possible. The implementation of such systems will remain also in the future an important emphasis of the traffic policy of the Federal Government. The Federal Ministry for Transport, Building and Housing will make further 200 million euro available in the next years with the updating of the program for traffic control on federal motorways until 2007.

On 20 September 2002 the order was given for the financing, implementation and the operation of the heavy vehicle fee collection system on German motorways. Germany will have with the starting date of the truck fee collection on 31 August 2003 one of the most innovative and most modern fee collection system of the world at its disposal. The collection of the fee for heavy vehicles starting from 12 t permissible total weight will take place without interference into the traffic flow. This means, it will give - differently than with other automatic fee collection systems - neither fee collection stations nor another connection to certain driving strips or special speed limitings for chargeable vehicles. The fee arising will be used for specified purposes, to a predominant part for the improvement of the traffic infrastructure.

(Ladies an Gentlemen)

Europe needs an integrated transport system based on fast, reliable and safe infrastructure that serves the needs of businesses and individuals. The development of Intelligent Transport Systems (ITS) provides an opportunity to apply advanced technology to systems and methods of transport for efficient, comfortable and safer highways, railways, inland waterways, airports, ports and linkages between these different types of transport.

Between 1995 and 1999, the Member States and the European Commission have invested over EURO 550 million in road traffic management projects aimed at deploying ITS under the TEN-T structure.

Nevertheless, there is still a patchwork of fragmented regional and national ITS services. The aim of the Euro-regional projects is the establishing of a homogeneous level of service for travellers on the TERN, across borders, on a high level. The promotion of ITS services in a co-ordinated and coherent way, particularly on a pan-European basis, is a key tool for helping to achieve this aim.

The projects funded in the MIP are designed to address a series of "Priority Actions":

- the implementation of high quality **road monitoring infrastructure** for reliable ITS services
- the establishment of a **European network of traffic centres**
- the removal of bottlenecks and easing of traffic flows through **traffic management and control** measures
- the deployment of easy access to high quality **traveller information services**, including the interface with other modes of transport
- the enhancement of safety and efficiency of freight transport through **fleet and freight management** systems
- the development of easy and efficient **electronic fee collection** systems
- the promotion of road safety and efficiency through **incident and emergency handling**

In the non-MIP-phase, the Euro-regional projects organised their own workshops to these items. Now, in the frame of the MIP it has to be ensured that the maximum

European added value is gained from the projects. Therefore, co-operation and exchange of best practices have to be strengthened. As a result of these considerations is born the idea of a Conference, which should replace singular workshops in order to promote information exchange and make best practices available for all project partners. I am particularly glad, that representatives of the future Member States also join this Conference. This is an important proof for the success of this event.

(Ladies and Gentlemen)

I wish You all a pleasant time in Düsseldorf, interesting discussions and for the Conference high-quality results.