



**EUROPEAN
CONGRESS**
SEVILLE
19-21 May 2025
Clean, resilient and
connected mobility.

Cycling, UVAR, IDI, Traffic Circulation Plans and the potential role of TN- ITS for their data exchange.

Organiser: Frank Daems – ERTICO -ITS

Moderation: Prisca Numbisi – ERTICO -ITS

SIS 72

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Session Overview

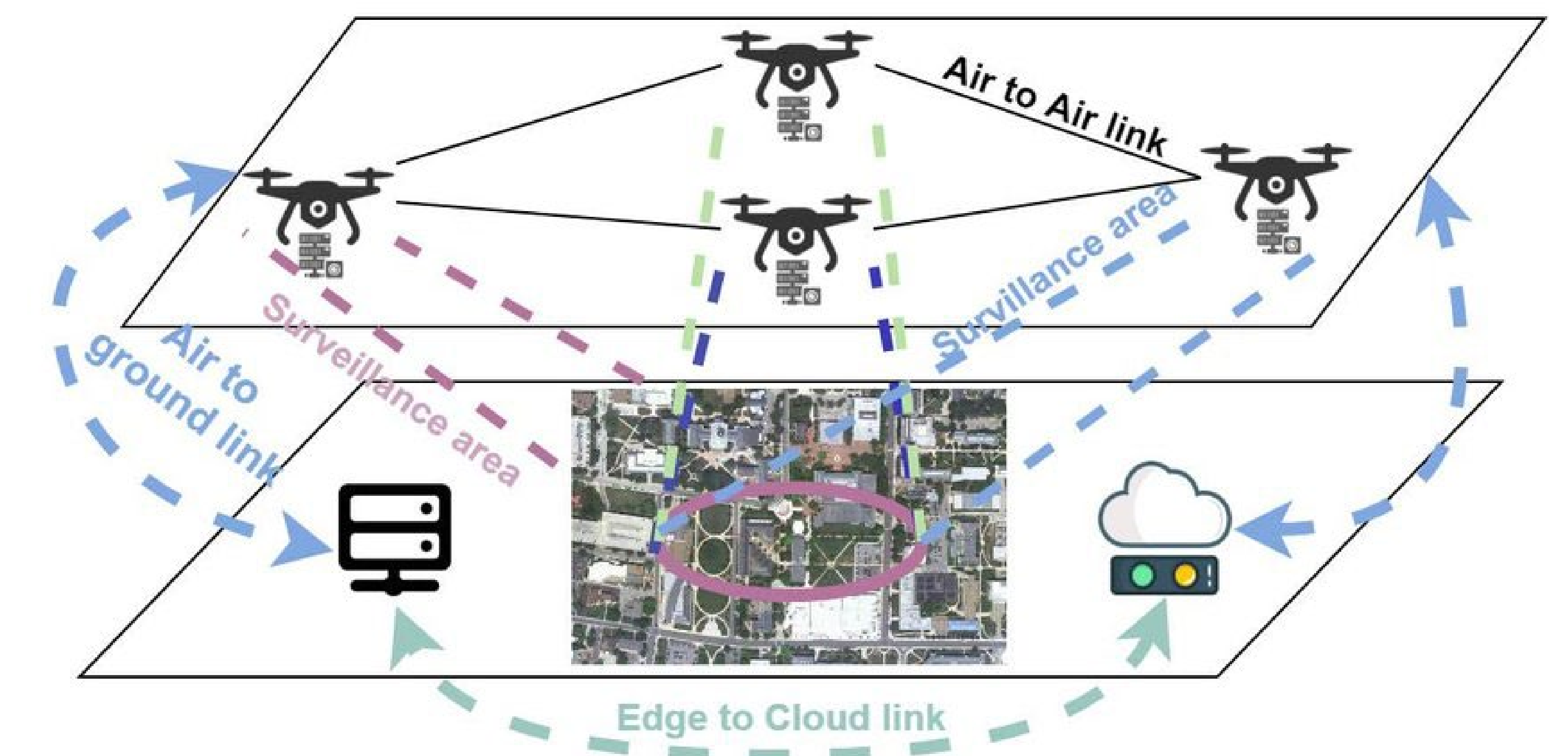
- ❖ **Infrastructure Needs for Resilient and Safe mobility**
- ❖ **Ongoing EU Initiatives - Enablers/Use cases**
- ❖ **Data Standards and Digital Mapping Solutions**
- ❖ **Panel Discussion**
- ❖ **Q & A**

Infrastructure Needs for Resilient and Safe mobility

- ❖ Availability of proper traffic signs and accurate road attributes.
- ❖ Rise of smart navigation systems and Cooperative, Connected, and Automated Mobility (CCAM) applications.
- ❖ Emerging use cases such as Cycling, Traffic circulation plans and Urban Vehicle Access Regulations (UVAR)
- ❖ Need for expanded management of associated physical assets and efficient data exchange for smart applications.
- ❖ Digital mapping communities increasing focus on these areas, exploring the potential of the RTTI Delegated Regulation reference data exchange standard.
- ❖ Potentials of 3D mobility solutions for supporting infrastructure needs of innovative aerial services.

Enablers & Use Cases

- UVAR & Traffic Circulation Plans
- Cycling and related data needs
- IDI – ITS Driven Innovation Aerial Services
- Data Standards ,Regulations, and Digital Maps
- TN-ITS Service and Potential roles



Session Topics and Speakers



- Insights in UVAR and traffic circulation plans and their related data needs : **Mrs. Laura Babio POLIS**



- Insights in Cycling and related data needs: **Dr. Jørgen Wanscher Heres Traffic Intelligence, Denmark**



- ITS-DRIVEN INNOVATIVE AERIAL SERVICES (IDI): **Dr. Christos Panayiotou, KIOS Center of Excellence**



- Opportunities for standardization actions: **Mr. Peter Schmitting, ERTICO -ITS**



- TN-ITS and its potential role in these applications: **Mr. Frank Daems ERTICO - ITS**

Panel discussion.

- Infrastructure Safety and 3D Mapping Potentials
 - Cyclist use case
 - Aerial Services
- Traffic Circulation Plans Map update
- Potentials of Existing Standards to support IDI and other Land transport services.

THANK YOU!



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Prisca Numbisi

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Prisca
Numbisi
ERTICO -ITS



Mrs. Laura
Babio POLIS



Dr. Jørgen
Wanscher
Heres Traffic
Intelligence,
Denmark



Dr. Christos
Panayiotou,
KIOS Center
of Excellence



Peter
Schmitting
ERTICO -ITS



Frank
Daems
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Bridging Traffic Horizons



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The IDI Innovation & Deployment Platform (**ITS-Driven Innovative Aerial Services**)

Innovative Aerial Services (IAS) for City/region operations (e.g., surveillance, monitoring), including urban and regional mobility

Christos Panayiotou

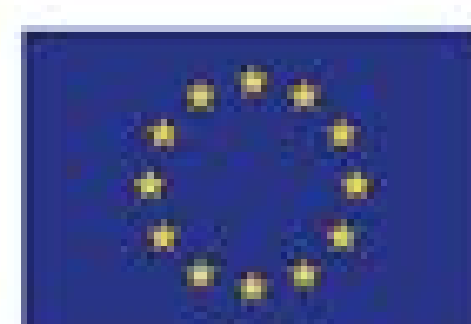
Founding Member of IDI Platform, KIOS Center of Excellence, University of Cyprus

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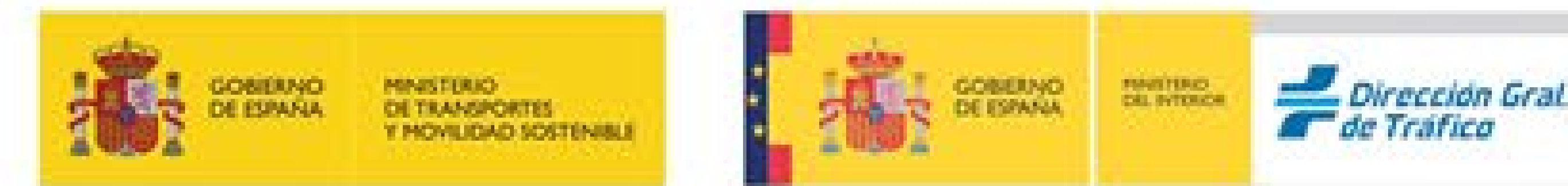
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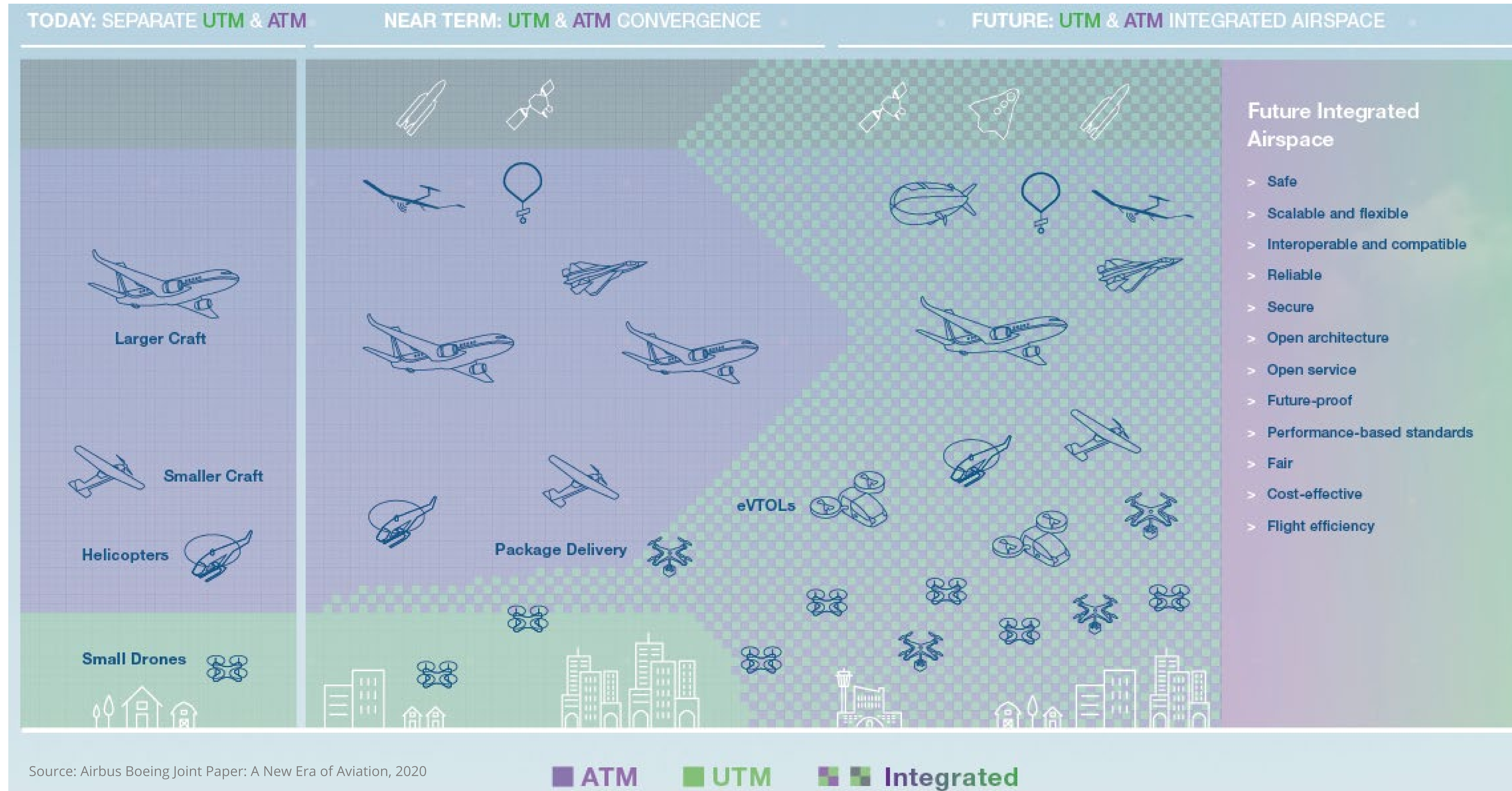
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Towards Integrated Airspace: Necessary but not Sufficient for IAS



Source: Airbus Boeing Joint Paper: A New Era of Aviation, 2020

Unlocking the demand of future mobility and city operations

Imagine a world where aerial services seamlessly blend with ground and underground transport, logistics, monitoring and surveillance operations creating a faster, more flexible, secure, resilient and sustainable urban environment.

- The launch of the ITS-Driven Innovative aerial services (IDI) Platform, powered by ERTICO – ITS Europe, is the gateway to making that vision a reality.
- The IDI Platform is not just another step forward in drone applications. It is a leap in aerial services innovation deployment towards integrated, multi-modal mobility and next generation cities and regions interoperable operations.



Evolving IDI Membership with a purpose

Accelerate Responsible Deployment of Innovative Aerial Services (IAS) through ITS-driven **Integration** (ground and air) enabled by **Cross-sectoral Collaboration & Orchestration**.

Members



Advisor

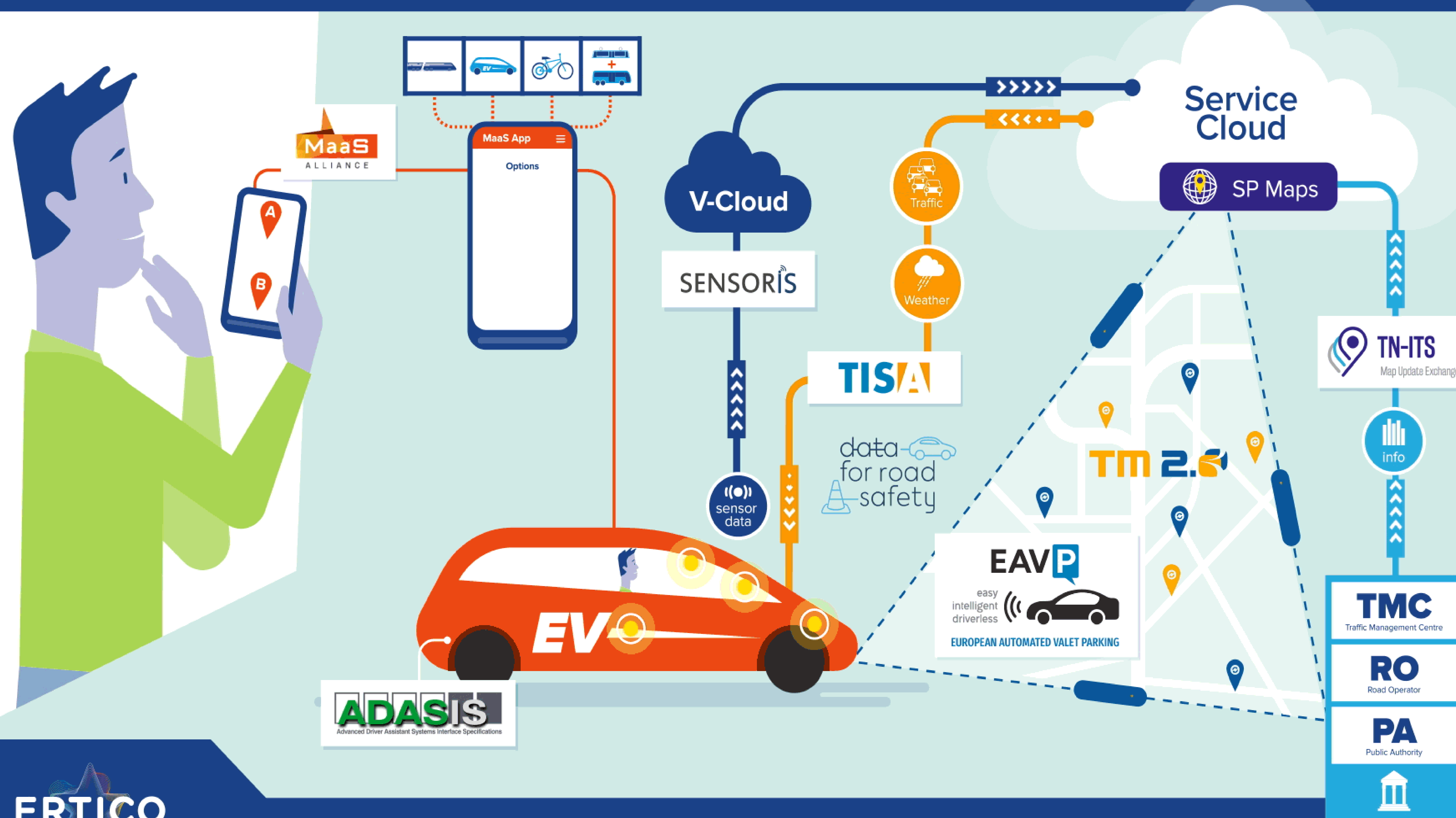


Bridging Traffic Horizons



ERTICO Innovation Platforms: A New Kid on the Block

SMART MOBILITY DEPLOYMENT BY ERTICO PARTNERSHIP



Towards Integrated Sustainable Urban Mobility

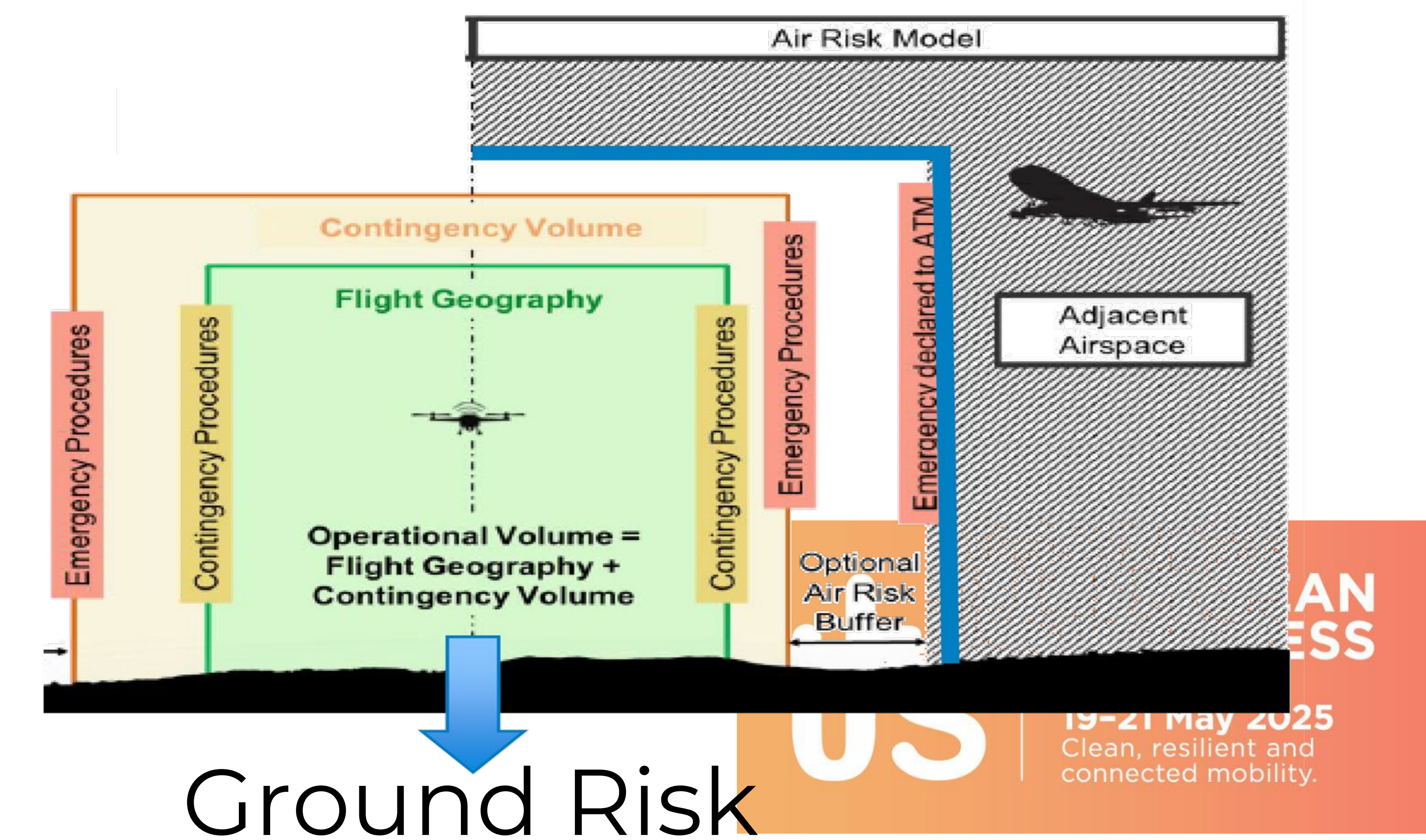
What is MaaS?



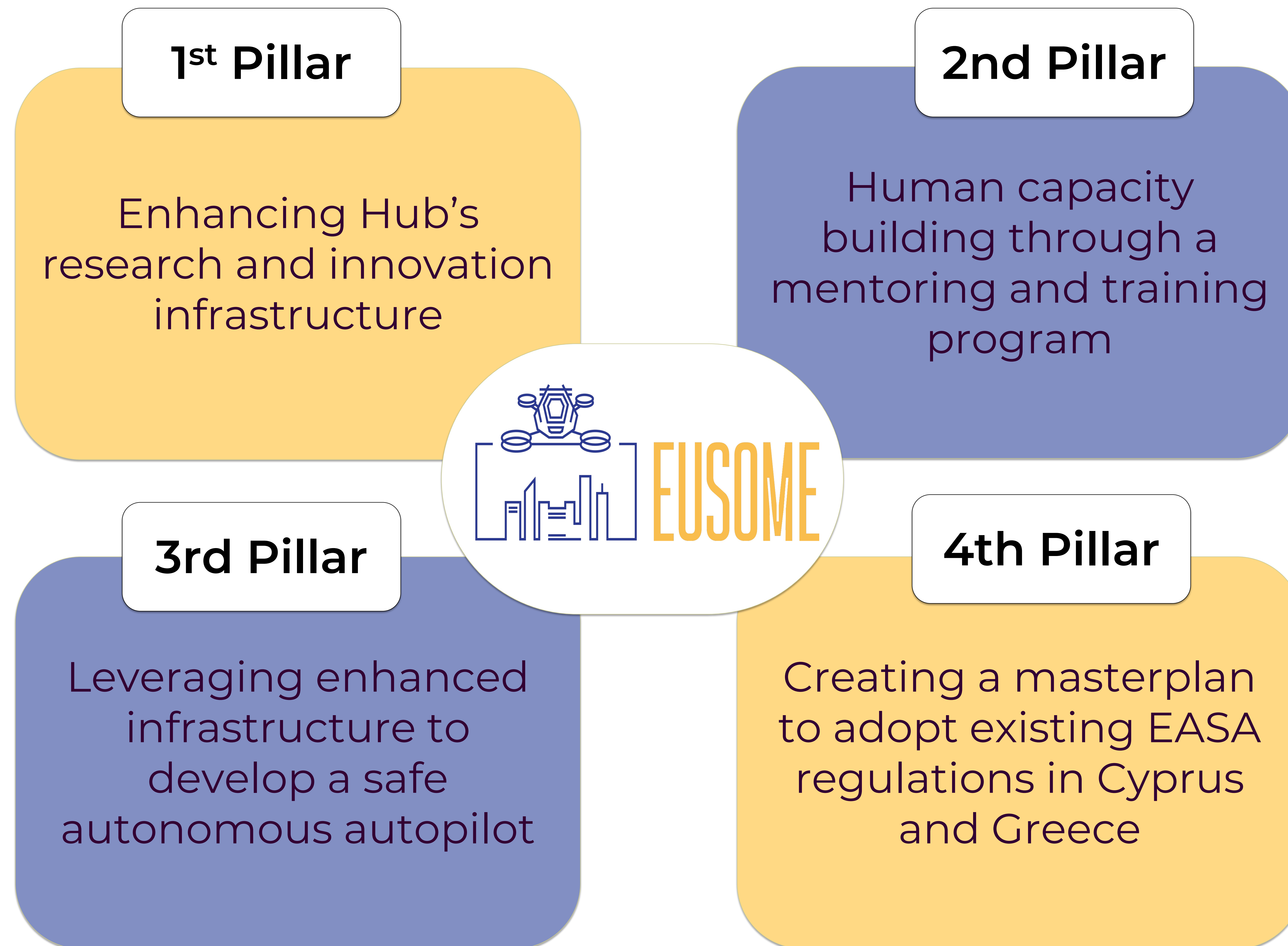
*The imperative for
interoperability
and integration
of air and ground
traffic data and
services*

Data Standardization for Safe Airspace Automation

- **Multiple Actors Sharing Data: Coordinated information exchange ensures safe automation.**
- **UAVs:** UAVs periodically share status updates (mandatory Remote ID)
- **Crewed aircraft** will share periodic status updates to coordinate with UAVs
 - Cost-effective ADS-L is currently under development
- **U-space Service Providers**
 - Exchange data with the CISP and other USSPs to maintain a consistent, real-time airspace view across providers
- **Coordination with ATM**
 - Data exchange and procedures will be required for safe coordination in controlled airspace



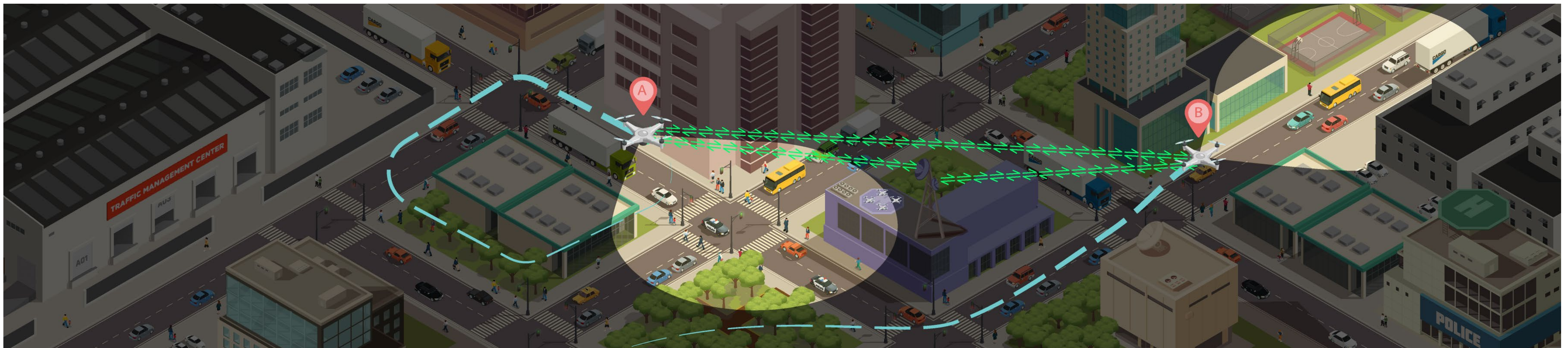
The EUSOME Project



EUSOME will propose a masterplan for U-Space adoption in Southeast Mediterranean.

The URANUS Project

Concept: Use of autonomous Unmanned Aerial Vehicles (UAVs) for continuous, active, intelligent, and multi-parameter traffic sensing



Objectives

- ❑ Develop traffic monitoring and control algorithm exploiting UAV-based sensing
- ❑ Develop multi-UAV operational planning algorithms for intelligent sensing
- ❑ Design the URANUS system architecture and UAV-fleet size
- ❑ Built an open-source micro-simulation platform for UAV-based sensing
- ❑ Evaluate methodologies in simulation environments and real-life experiments

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Join us in revolutionizing the way we
deploy responsibly and sustainably
innovative aerial services.



Christos Panayiotou

Founding Member of IDI Platform, KIOS Center of Excellence, University of Cyprus

christosp@ucy.ac.cy

www.idi-platform.org, <https://www.linkedin.com/company/idi-platform/>, www.kios.ac.cy

itseuropeancongress.com

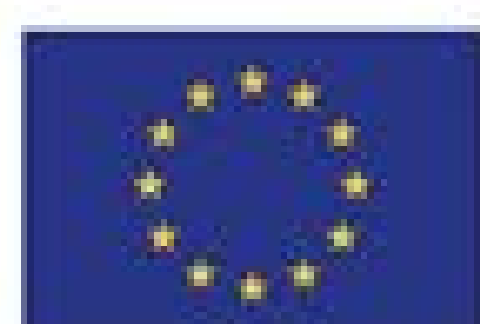
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Insights in UVAR and traffic circulation plans and their related data needs

Laura Babio Somoza

POLIS

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Cities working to solve most pressing urban mobility challenges



AIR QUALITY



MODAL SHIFT



SAFER ROADS



DECARBONISATION

JUST TRANSITION

its

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From traditional traffic management to multimodal network management

Traditional traffic management

- ...car-centric
- ...reactive
- ...fragmented
- ...unsafe (for vulnerable users especially)
- ...unequal
- ...inefficient

Multimodal network management

- ...holistic
- ...proactive
- ...smart
- ...environmentally responsive
- ...safer
- ...equitable



Two helpful, complementary policy Instruments

Urban Vehicle Access Regulations (UVARs)

Rules that control which vehicles can enter certain urban areas and when.

They can limit access based on factors like vehicle type, emissions, or time of day.

Measures include both physical barriers and regulatory restrictions (e.g. low-emission zones, time-based bans).

Target emissions, congestion, livability

Traffic Circulation Plans

Plans that manage how traffic moves through a city to support policy goals.

They improve access, reduce unwanted through-traffic, and prioritise certain modes, without needing full road closures.

TCPs work alongside existing road signs, rules, and infrastructure.

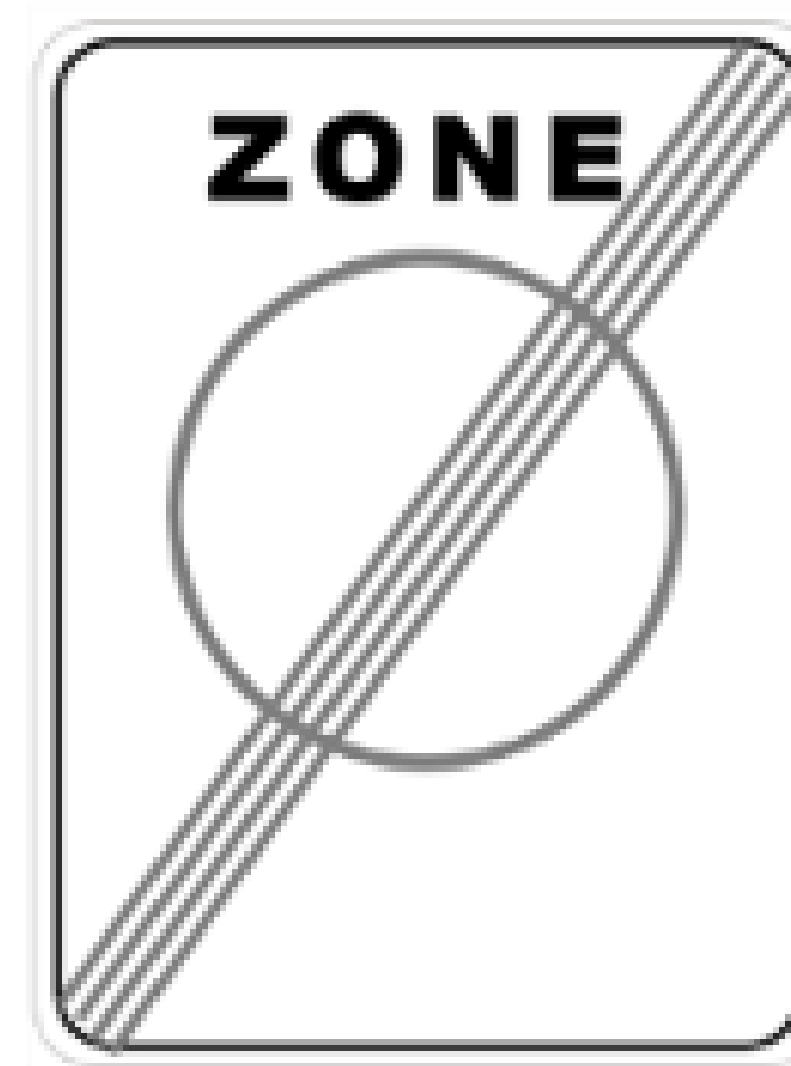
Target reorganize traffic flows, prioritize sustainable modes, reduce through-traffic



a) LTZ entry sign



b) LEZ/ZEZ entry sign
(new Tern symbol)



c) LTZ exit sign



d) Pedestrian zone
entry sign

Why digitalising UVARs matter

Benefits for cities

- Improves compliance, reduces enforcement and complaints
- Enables “provide once, use many” approach by sharing standardized information via NAP or open data portal, instead of to each service provider
- Fulfils legal obligations under the Open Data Directive and ITS Directive
- Prepares for connected vehicle use cases (geofencing, ISA, automation)
- Supports integration into broader urban digital strategies

Benefits for users and service providers

- Makes UVARs visible in navigation tools (e.g. Google, TomTom)
- Enhances pre-trip planning and route compliance
- Facilitates cross-border travel by providing consistent, machine-readable access rules
- Lowers user resistance through increased transparency

Why digitalising Traffic Circulation Plans matter

Current challenges

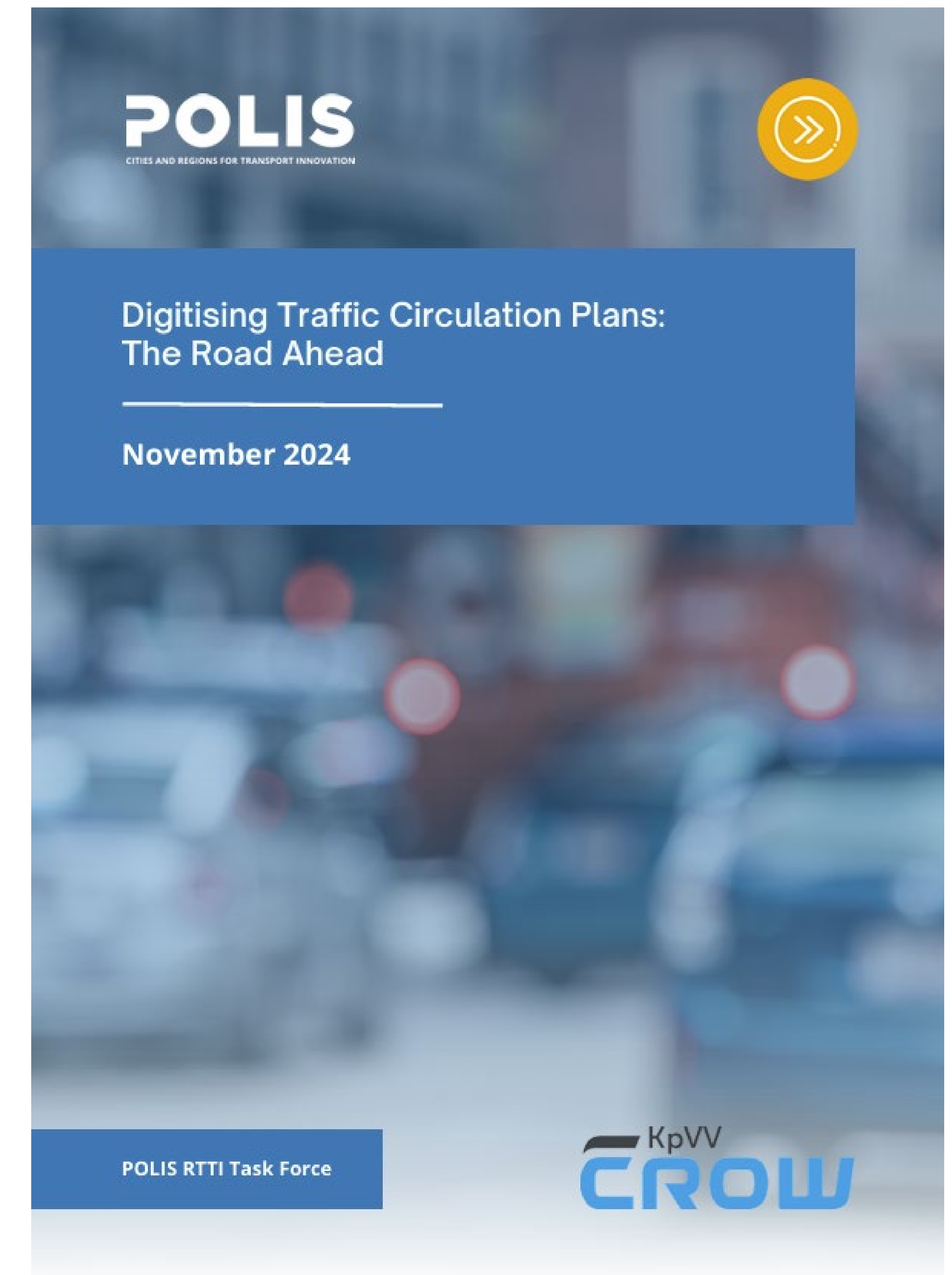
- Limited visibility and accessibility to users and service providers
- Complexity due to modal priorities, time-based rules, and exemptions
- Absence of standardised formats for sharing and updating TCP data

Benefits of digitalisation

- Aligns user routing with policy objectives through integration in navigation tools ("societal routing")
- Enables scenario modelling, network optimisation, and digital twin applications
- Provides essential input for autonomous vehicle operations and multimodal traffic management
- Supports harmonisation and future interoperability across city platforms
- Fulfils legal obligations under the ITS Directive and the RTTI Delegated Regulation

What's missing?

- **Effort vs. value gap:** Digitalisation requires investment. Its benefits are real but need to be demonstrated through concrete use cases and broader uptake.
- **Definitions and harmonisation:** TCPs still lack agreed definitions, with implications for harmonising Functional Road Classifications and integrating multimodal logic.
- **Unclear guidance and overlapping obligations:** Cities face multiple digitalisation requirements but often lack clear, accessible guidance on standards and timelines. NAPs could play a stronger role as information and support hubs.
- **Capacity constraints:** Smaller cities in particular face challenges due to limited resources, skills, and technical support.
- **Data quality and interoperability:** Digital data must be accurate, complete, and up to date. It must also be interoperable across local, national, and EU systems to be usable by service providers and cross-border applications.



Conclusions

UVARs and TCPs are essential tools for modern multimodal mobility management

Digitalising them is not just a technical task — it's a strategic enabler

Cities need:

- Support for standardised data practices
- Clear legal frameworks and technical guidance on how to implement them
- Structured dialogue and partnerships with private sector (e.g. navigation providers)
- Align local level with EU push for smarter urban mobility and fairer access

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Opportunities for standardization actions

Peter Schmitting

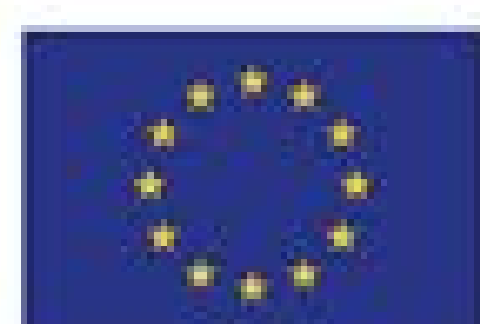
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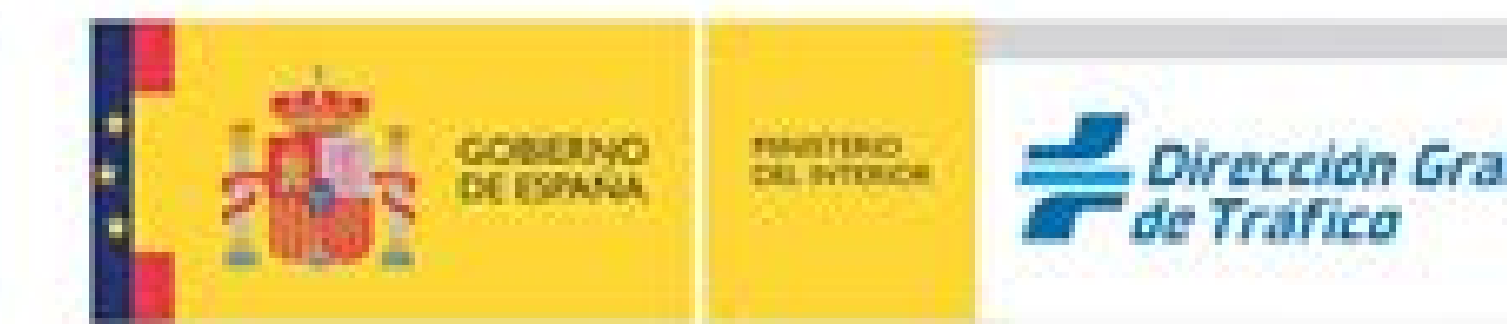
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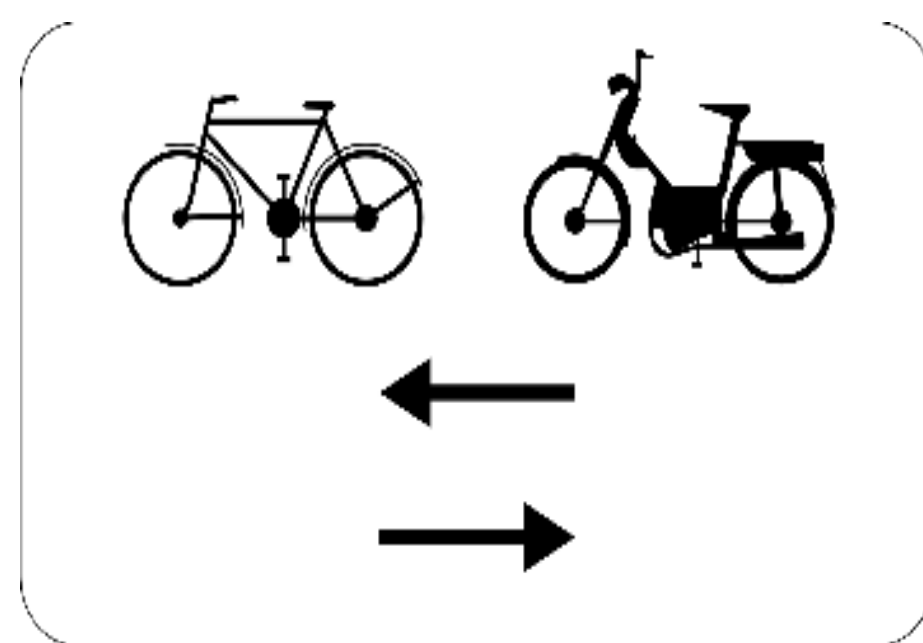
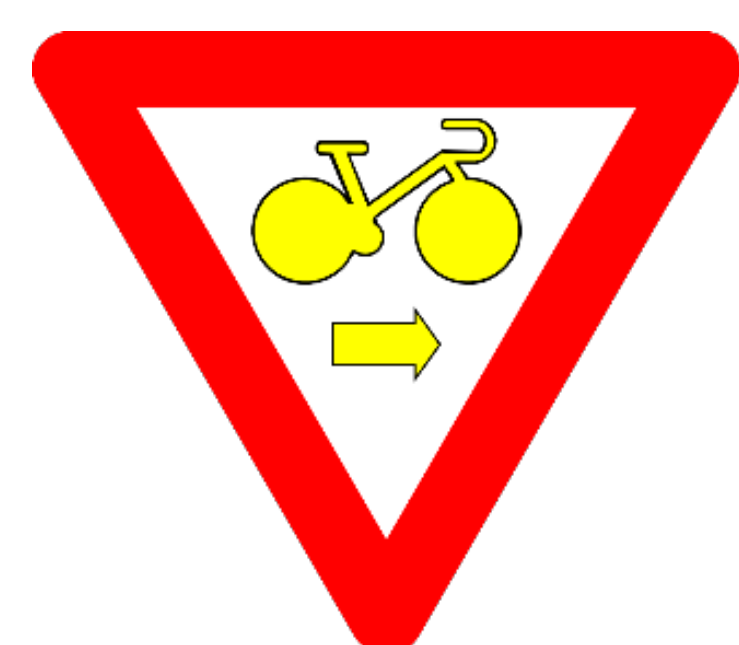


Topic Cycling

- Established standards? Nope?
- BUT, Commission Notice – The 2025 annual Union work programme for European standardization, action 74 requests them (see <https://eur-lex.europa.eu/eli/C/2025/1818>)

Actions for the development and revision of European standards or European standardisation deliverables supporting the internal market for services and products				
Ref.	Title	Reference	European standards / European standardisation deliverables	Specific objectives and policies for European standards / European standardisation deliverables
74	Cycling infrastructure and mobility planning	Commission Delegated Regulation (EU) 2017/1926 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide Multimodal Travel Information Services (amended by Commission Delegated Regulation (EU) 2024/490 of 29 November 2023) European declaration on cycling (C/2024/2377)	Development of European standards for the cycling network, including attributes such as surface quality and side-by-side cycling; for cycle counting data (e.g. location of counters, infrastructure type, modes counted, direction, and number of passages); for cyclist behaviour data (e.g. immediate turn choices, route choices, travel speed, and waiting times); and for cycle parking – ensuring alignment with relevant frameworks for data exchange and transport modelling.	The main objective is to support real-time route planning, optimise cycling infrastructure, and improve traffic management by standardising data on cycling networks, parking, and cyclist behaviour. It will assist mobility planners, route developers, and transport models.

- TN-ITS already defining code points for cycling infrastructure and related road signs to be published in CEN TS16157-14



Topic UVAR, Traffic Circulation Plans



- Established standards? The Datex II guys did it all!
- **CEN TS 16157 series:**
Intelligent transport systems - DATEX II data exchange specifications for traffic management and information
 - Part 1: Context and framework
 - Part 2: Location referencing
 - Part 3: Situation Publication
 - Part 4: VMS publication
 - Part 5: Measured and elaborated data publications
 - Part 6: Parking publications
 - Part 7: Common data elements
 - Part 8: Traffic management publications and extensions dedicated to the urban environment**
 - Part 9: Traffic signal management publications dedicated to the urban environment
 - Part 10: Energy infrastructure publications
 - Part 11: Publication of machine interpretable traffic regulations**
 - Part 12: Facility related publications
 - Part 13 (under construction):
Status, fault and quality requirements



- **Standardization in CEN/TC278 ITS WG8 Road traffic data**

See more in
<https://uvarbox.eu/>



Topic IDI (ITS-DRIVEN INNOVATIVE AERIAL SERVICES)

- **Many players in the field**
- **ISO/TC20 Aircraft and space vehicles**
SC16 Uncrewed aircraft systems
“Standardization in the field of advanced air mobility and uncrewed aircraft systems (UAS), including but not limited to classification, design, manufacture, operation (including maintenance), and safety management.”
- **SAE Aerospace Standards**
“From aircraft design and flight controls to aviation fuel and communications, SAE standards help ensure the safety and reliability of all aspects of aviation.”
- **SESAR JU**
“Delivering the digital European sky”
- **EASA**
“Your safety is our mission”



See more in
<https://www.sesarju.eu/MasterPlan2025>



- **Where's the data? Let's add the third dimension to TN-ITS!!!!!!**



Topic TN-ITS

- New version of TN-ITS under development

- CEN TS 17286 becomes **TS 16157-14**

“Intelligent transport systems - DATEX II data exchange specifications for road and traffic information - Part 14: TN-ITS road attribute update exchanges”

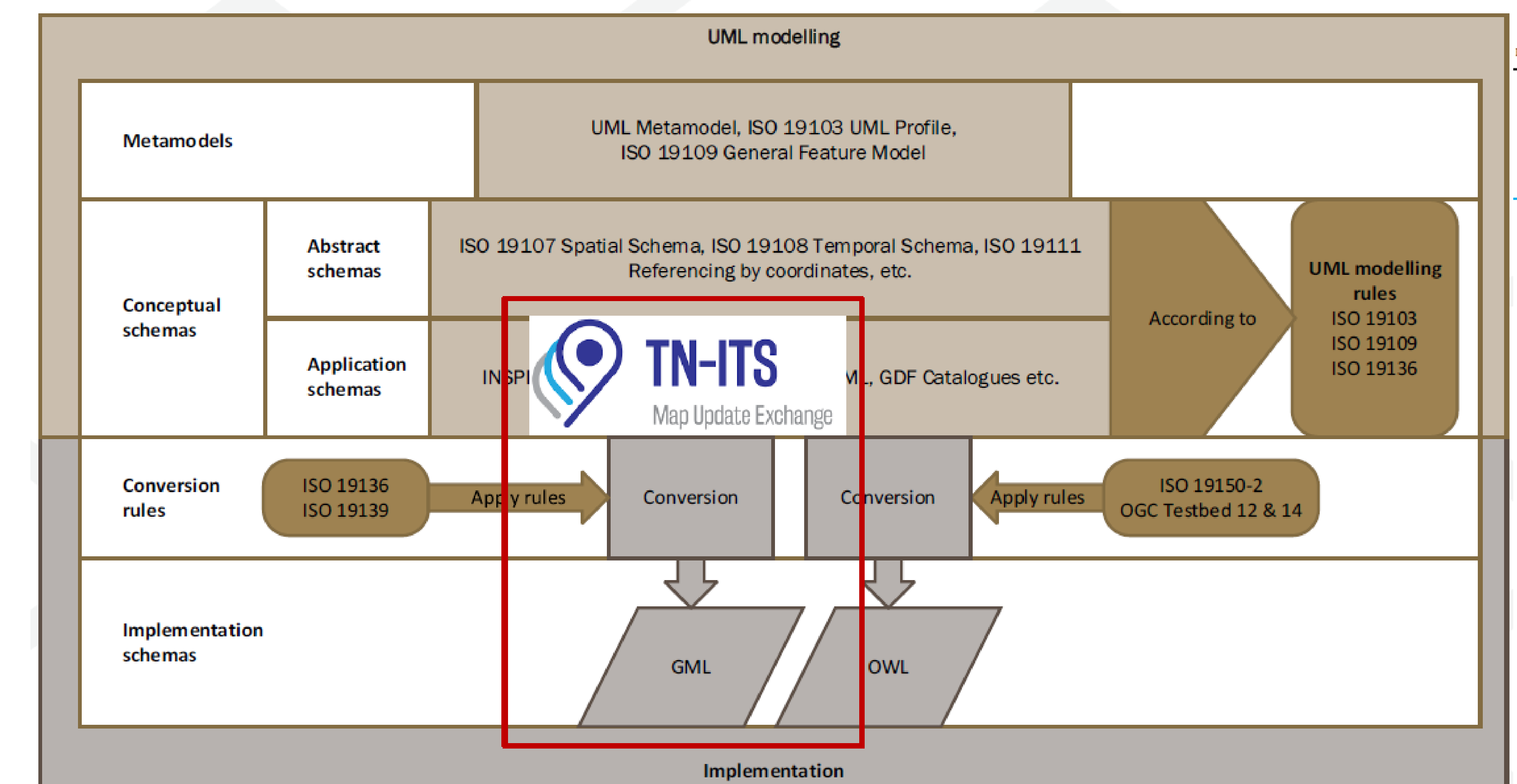
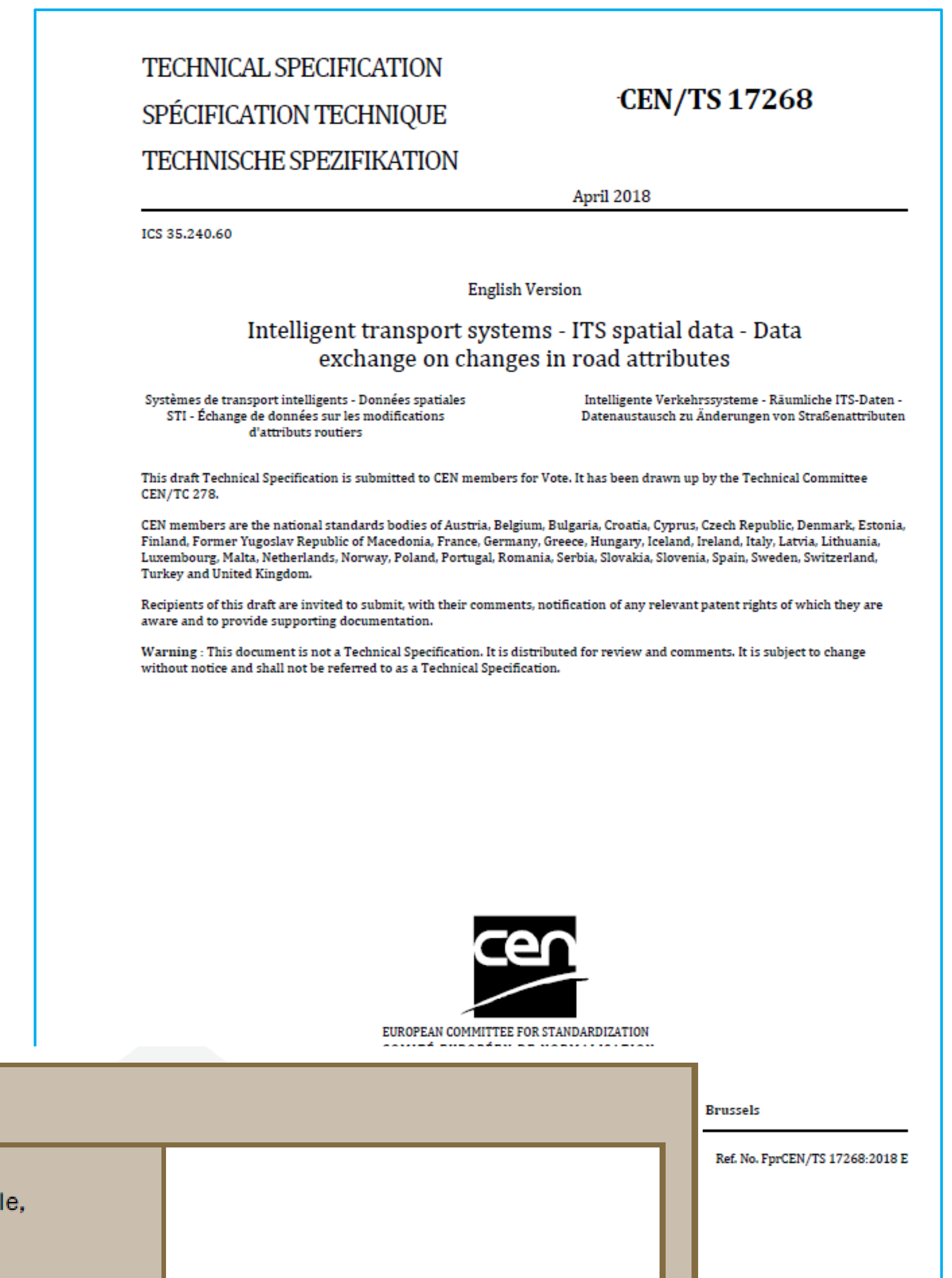
- RTTI directive (EU) 2022/670 implemented
- Datex II merge
- New code points, opening to national extensions
- Update of input sources (GIS and ITS standards)
- **Open to further adventures**

- Standardization in CEN/TC278
WG7 ITS spatial data



“Standardization of static geographic road network data. Development of standards for data exchange between public road authorities on one side and mapmakers and other users of such data on the other side.”

- Status: Preliminary work item (PWI) created

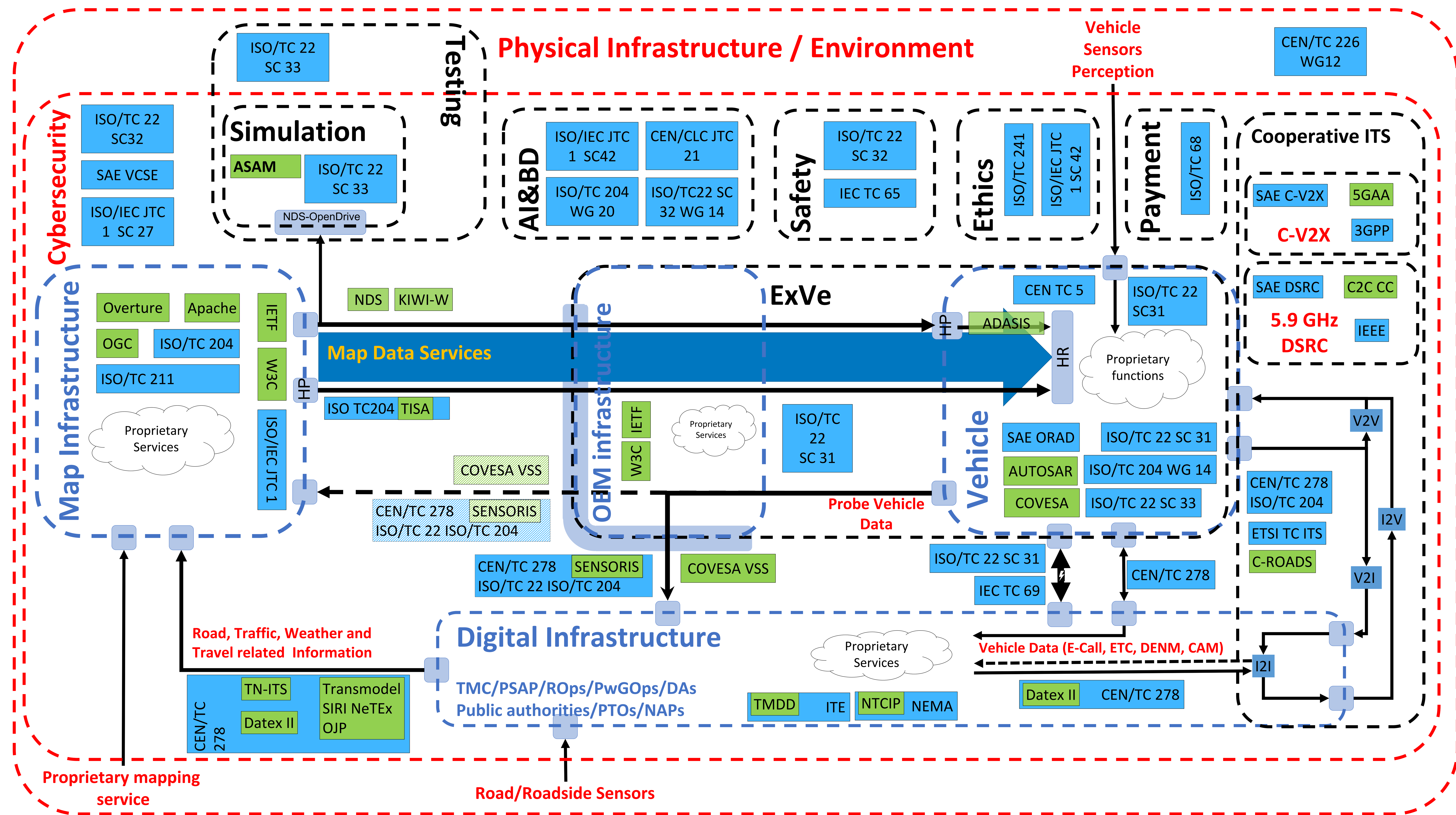


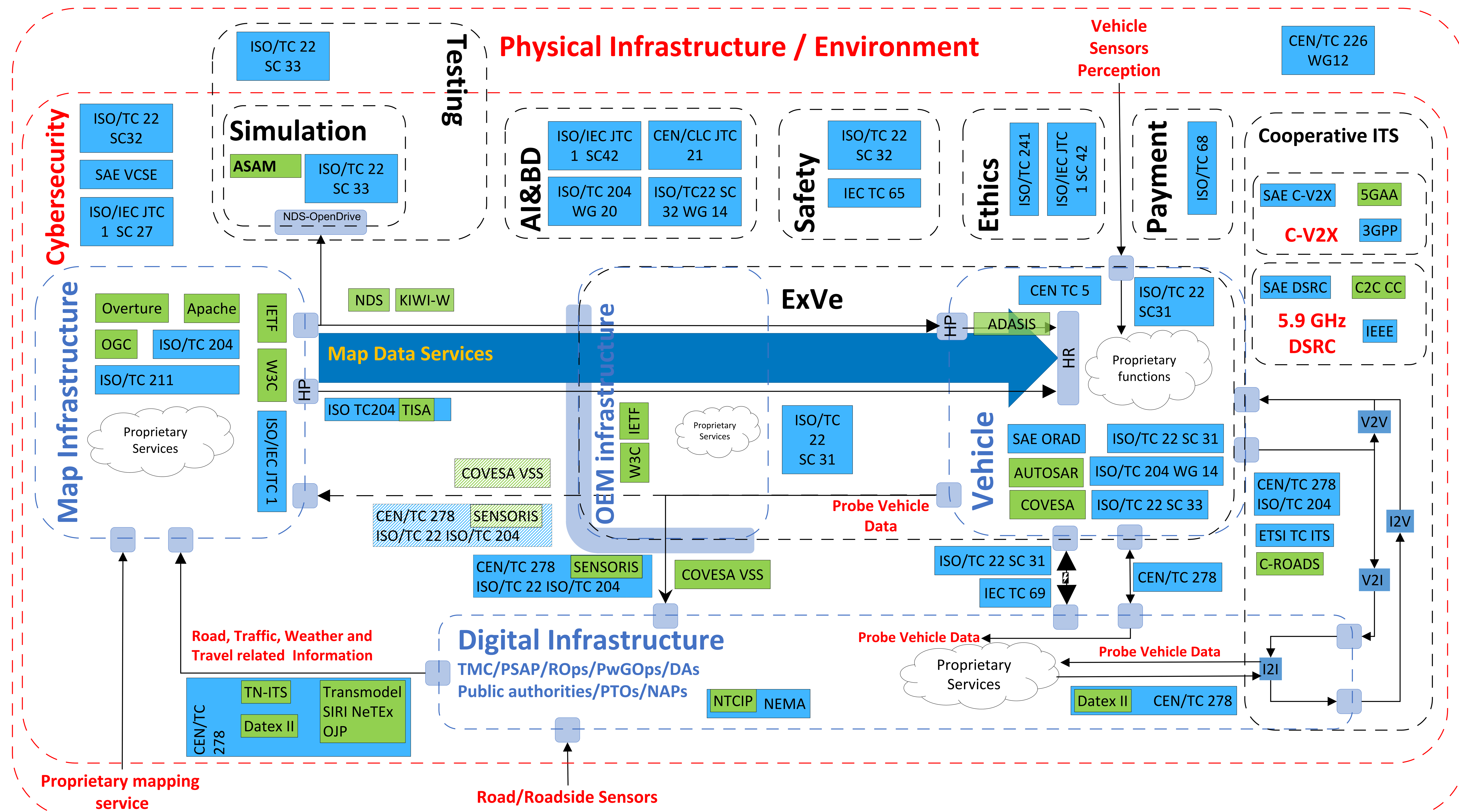
Source: Jetlund, K., Onstein, E., Huang, L., Adapted Rules for UML Modelling of Geospatial Information for Model-Driven Implementation as OWL Ontologies. ISPRS International Journal of Geo-Information 2019, 8(9), p. 365.

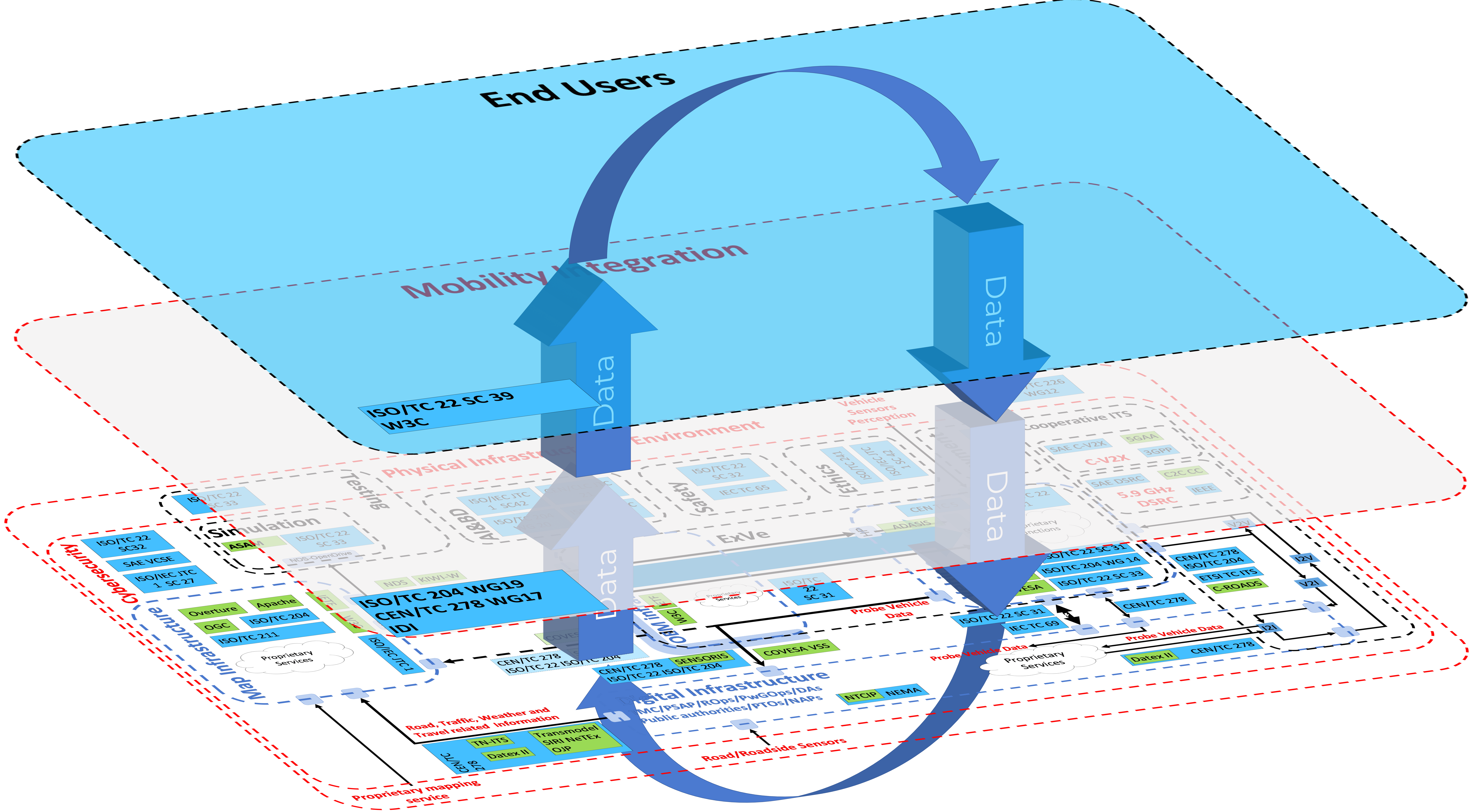
Standardization is soooooooooo easy ...



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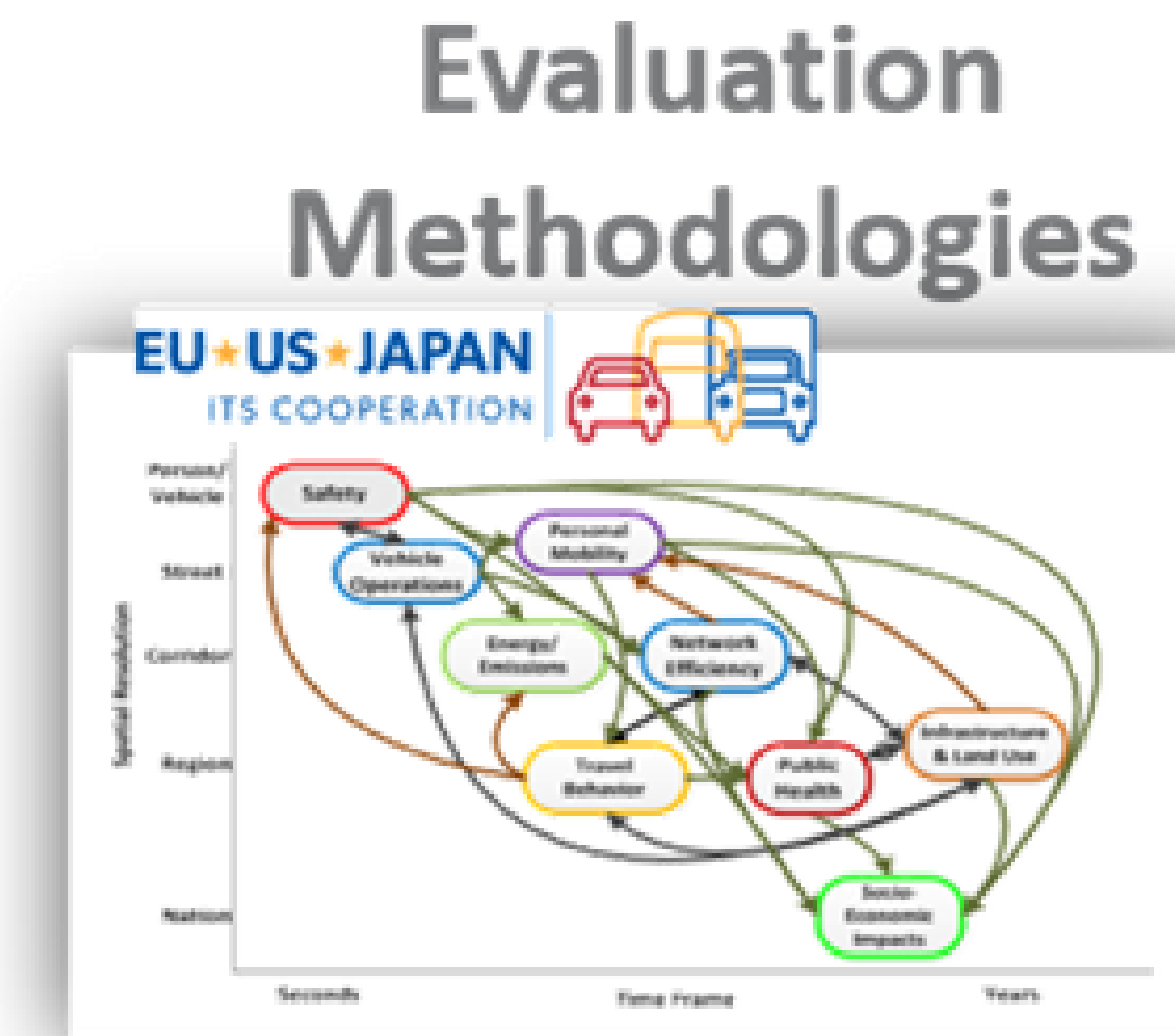




But if getting lost, check here!

CCAM Knowledge Base

One-stop shop" for all CCAM related activities in Europe



Strategies & Action Plans



News & Events



EUCAD



Standards

Standards Collection

Standard	Year	Organization
EN 15253-1	2015	EN
EN 15253-2	2015	EN
EN 15253-3	2015	EN
EN 15253-4	2015	EN
EN 15253-5	2015	EN
EN 15253-6	2015	EN
EN 15253-7	2015	EN
EN 15253-8	2015	EN
EN 15253-9	2015	EN
EN 15253-10	2015	EN
EN 15253-11	2015	EN
EN 15253-12	2015	EN
EN 15253-13	2015	EN
EN 15253-14	2015	EN
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EN 15253-98	2015	EN
EN 15253-99	2015	EN
EN 15253-100	2015	EN

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Peter Schmitting

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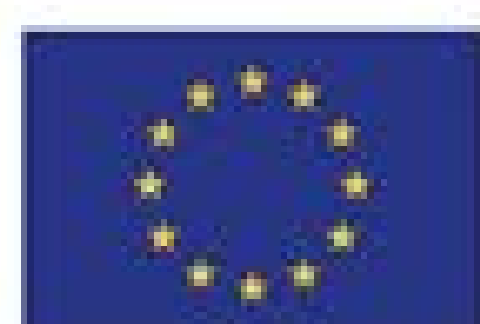
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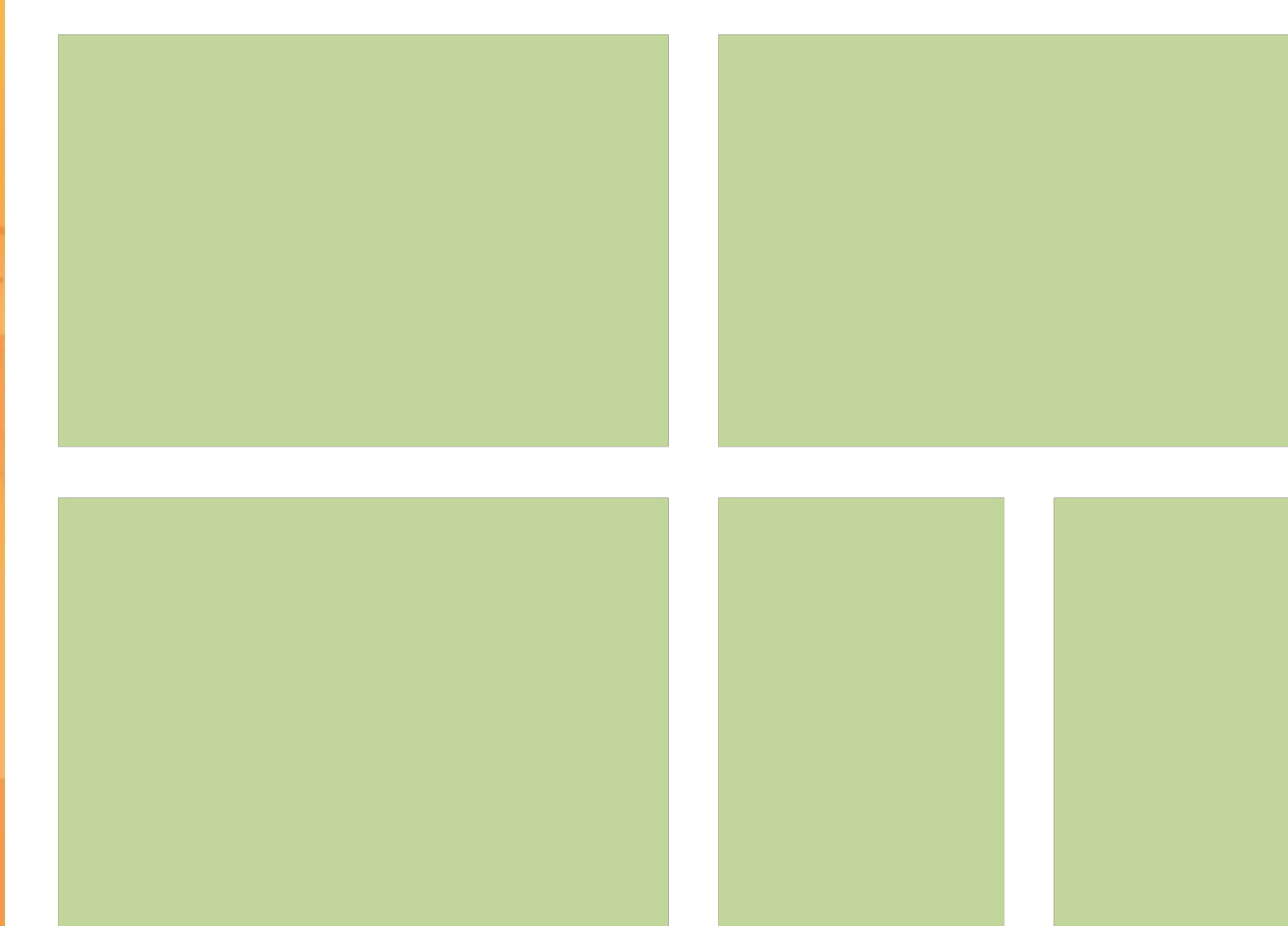
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Where did the bicycle/cyclist go?

Jørgen Wanscher, CTO, Ph.D., Co-founder

Hermes Traffic Intelligence, Denmark

SIS 39



**Hermes
Traffic
Intelligence**

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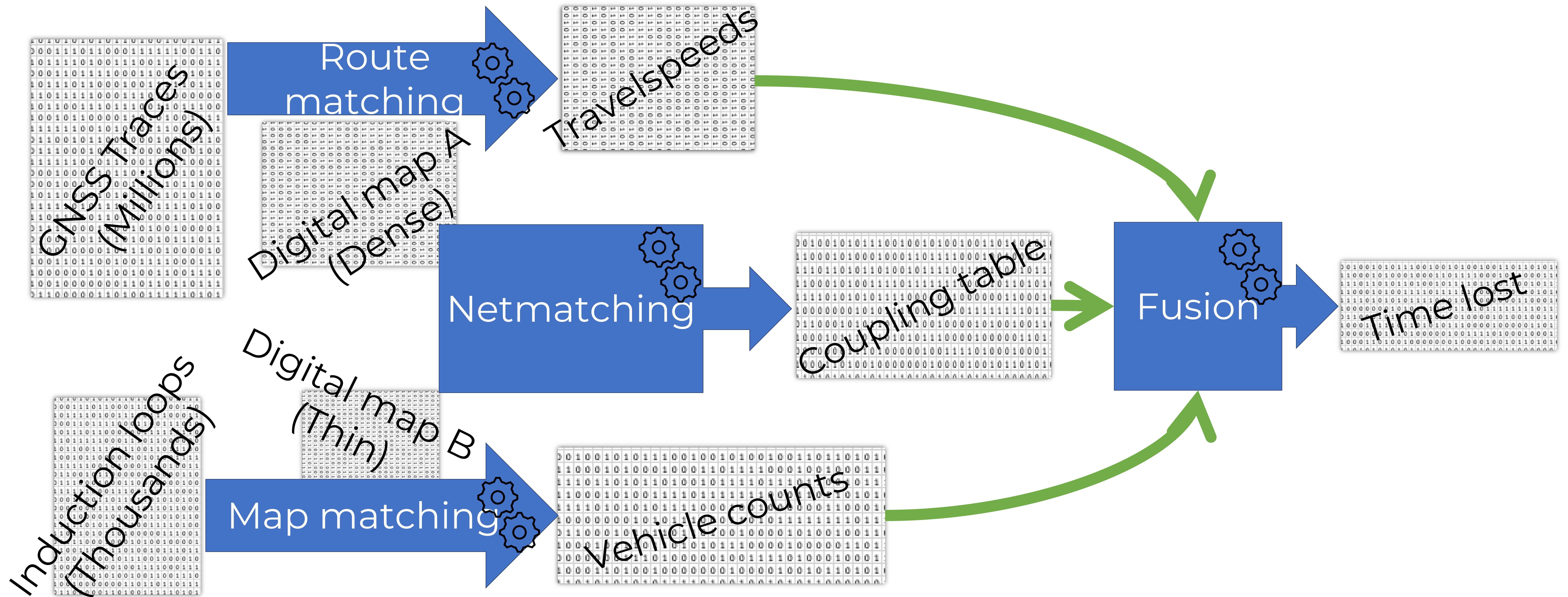
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Data driven decision support



Congestion impact cost – data fusion at scale



And the cycling bubble

A car is a computer on wheels - a bicycle is....



Do not depend on a device on the bicycle (CCAM hint)

The standards?

Where were we

What would I
really really like
to know?

Where can I park
my bike?

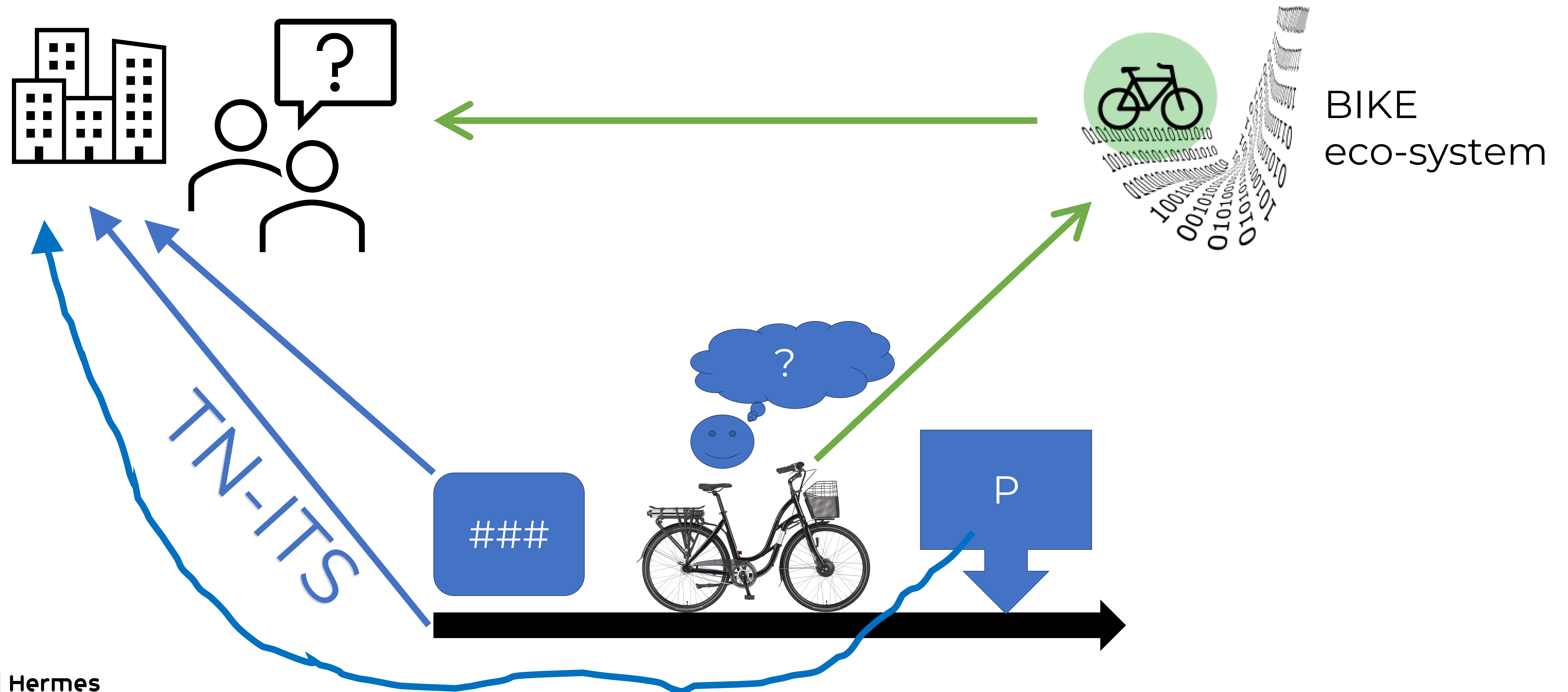


Roads & Paths / Infrastructure

The applications

- **Infrastructure:** knowing where to go – an up-to-date digital map
- **Parking:** location, description, security, additional services
- **Counting:** Modalsplit insights, event impact, planning
- **Real-time:**
 - Lane/road closures
 - Parking availability
 - Operational insights
 - Seasonal maintenance

Strategic and tactical decision support



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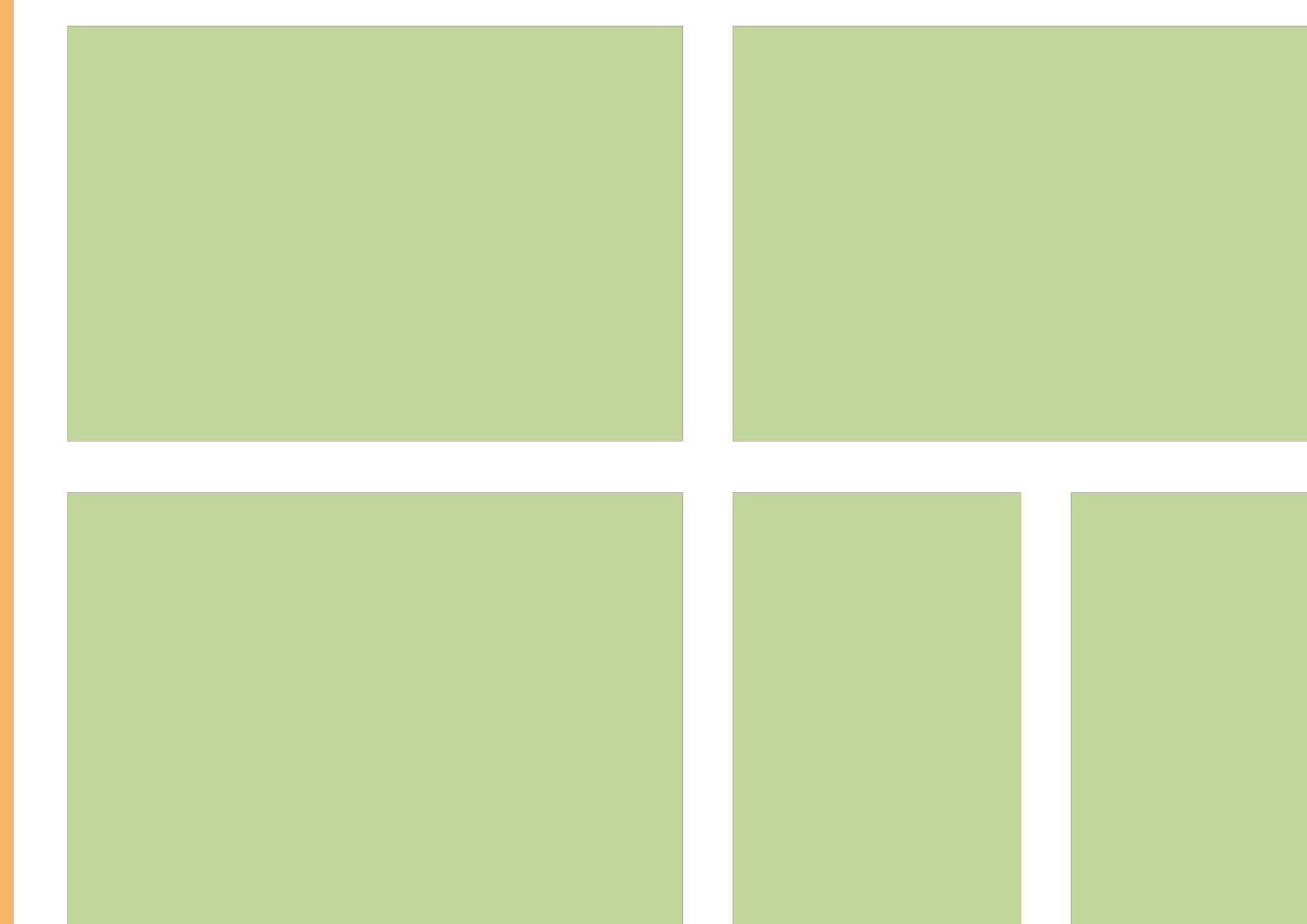
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TN-ITS, its current and future role for Digital Map services

ir Frank Daems

ERTICO

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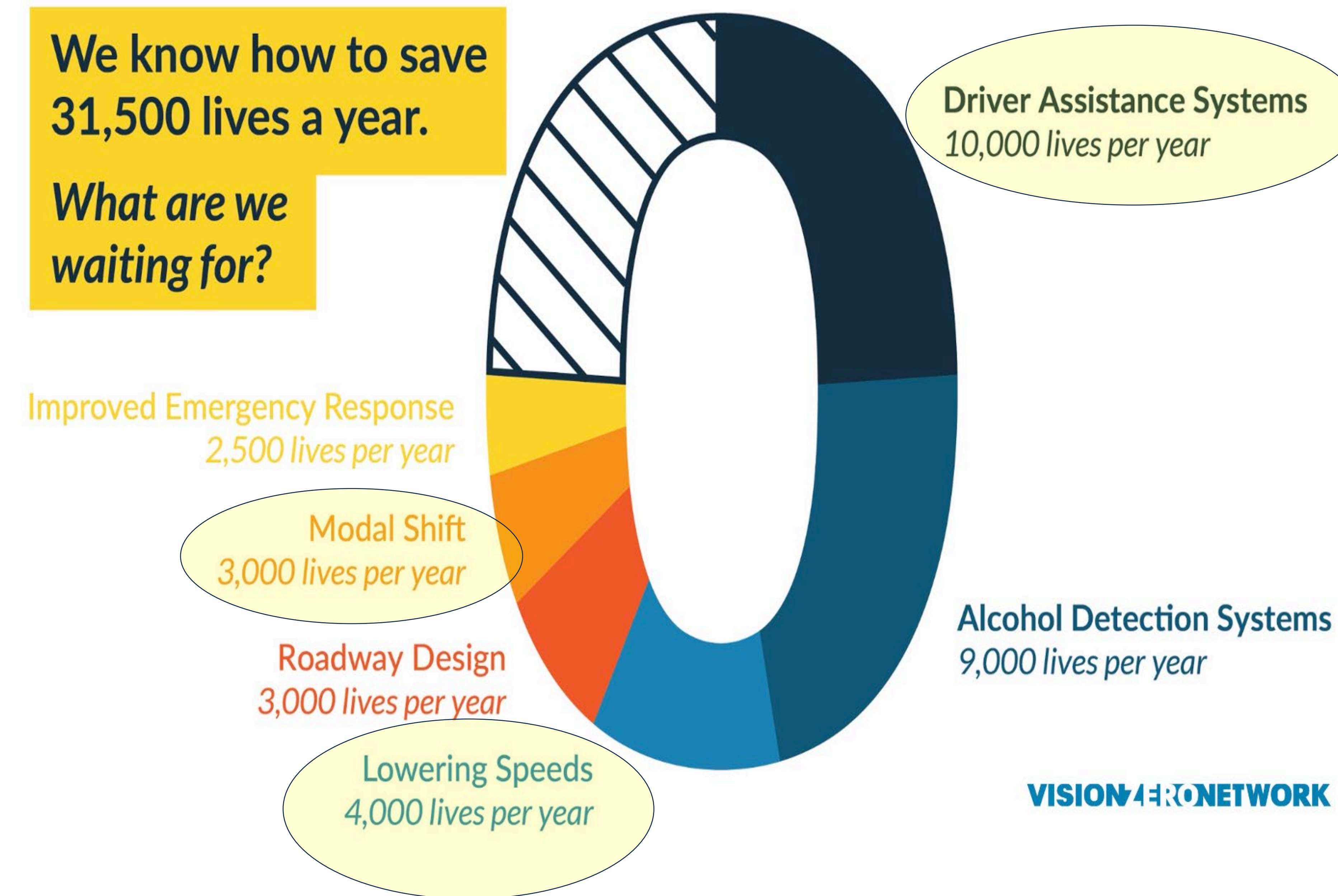
This presentation

- TN-ITS-Why
- TN-ITS What
- TN-ITS HOW
- TN-ITS perspectives
- Conclusions-discussion

Why: TN-ITS answers a huge market need

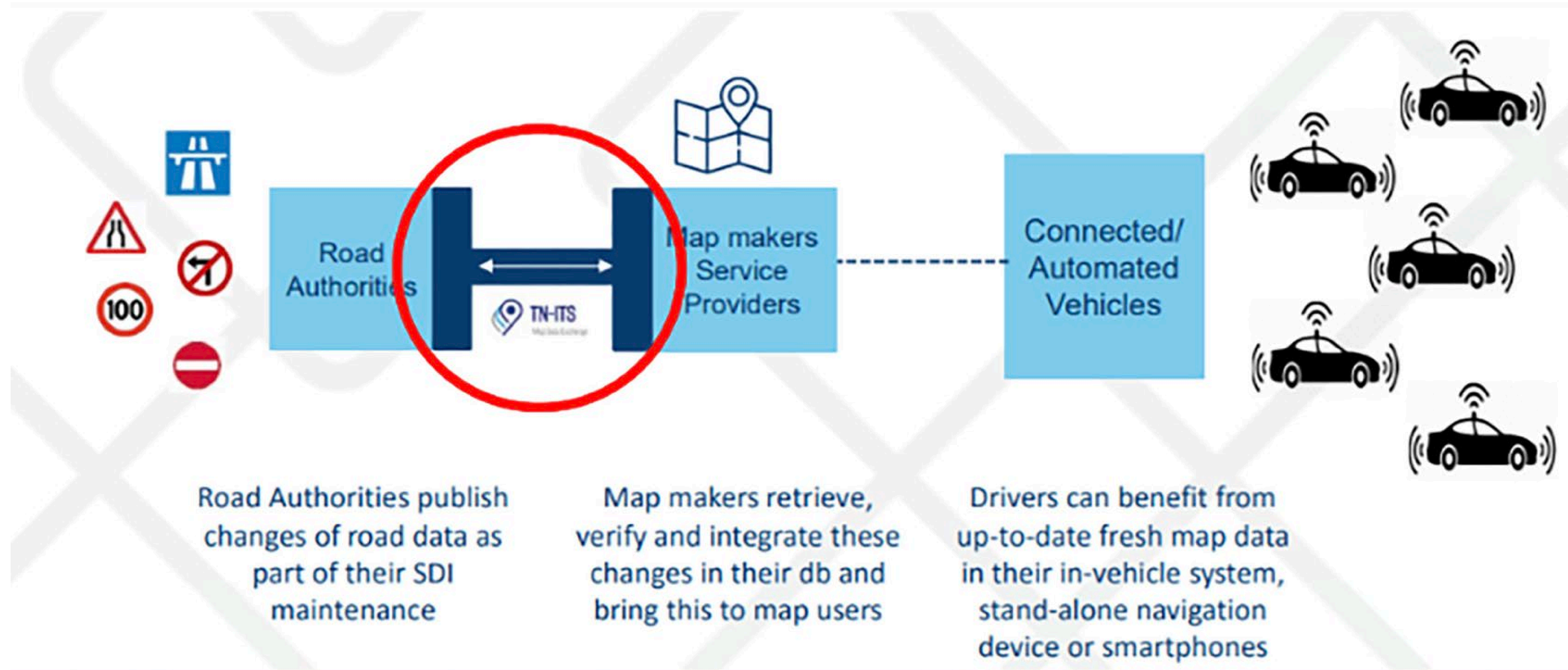
- Higher Safety on the road
 - » Vision Zero
 - » ISA (EU DR 2021/1958)

Vision Zero is Possible



- Speed limit data...
- Map data....

TN-ITS: What?



TN-ITS

Map Update Exchange

its

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TN-ITS: HOW?

RTTI DR (delegated Regulation) 2022-670 Article 4 & 5

TN-ITS Data exchange standard explicitly mentioned as a reference <[link](#)>

Other formats need to show compatibility (=more difficult than to choose for implementing the original standard).

ITS directive 2023-2661 Article 5-§3

TN-ITS ERTICO platform is such a Union supported coordination project

3. Member States shall also cooperate, for instance through Union supported coordination projects, and, where necessary, with relevant stakeholders, on operational aspects of the implementation of the specifications adopted by the Commission, such as standards and Union harmonised profiles, common definitions, common metadata, common quality requirements and aspects related to the interoperability of NAPs' architectures, common data exchange conditions, secure access and common training and outreach activities. In respect of requirements for data providers, data users and ITS service providers set out in the specifications, Member States shall also cooperate on practices for assessing compliance with those requirements, on developing mechanisms for compliance enforcement and on issues concerning cross-border cooperation.';



TN-ITS

Map Update Exchange



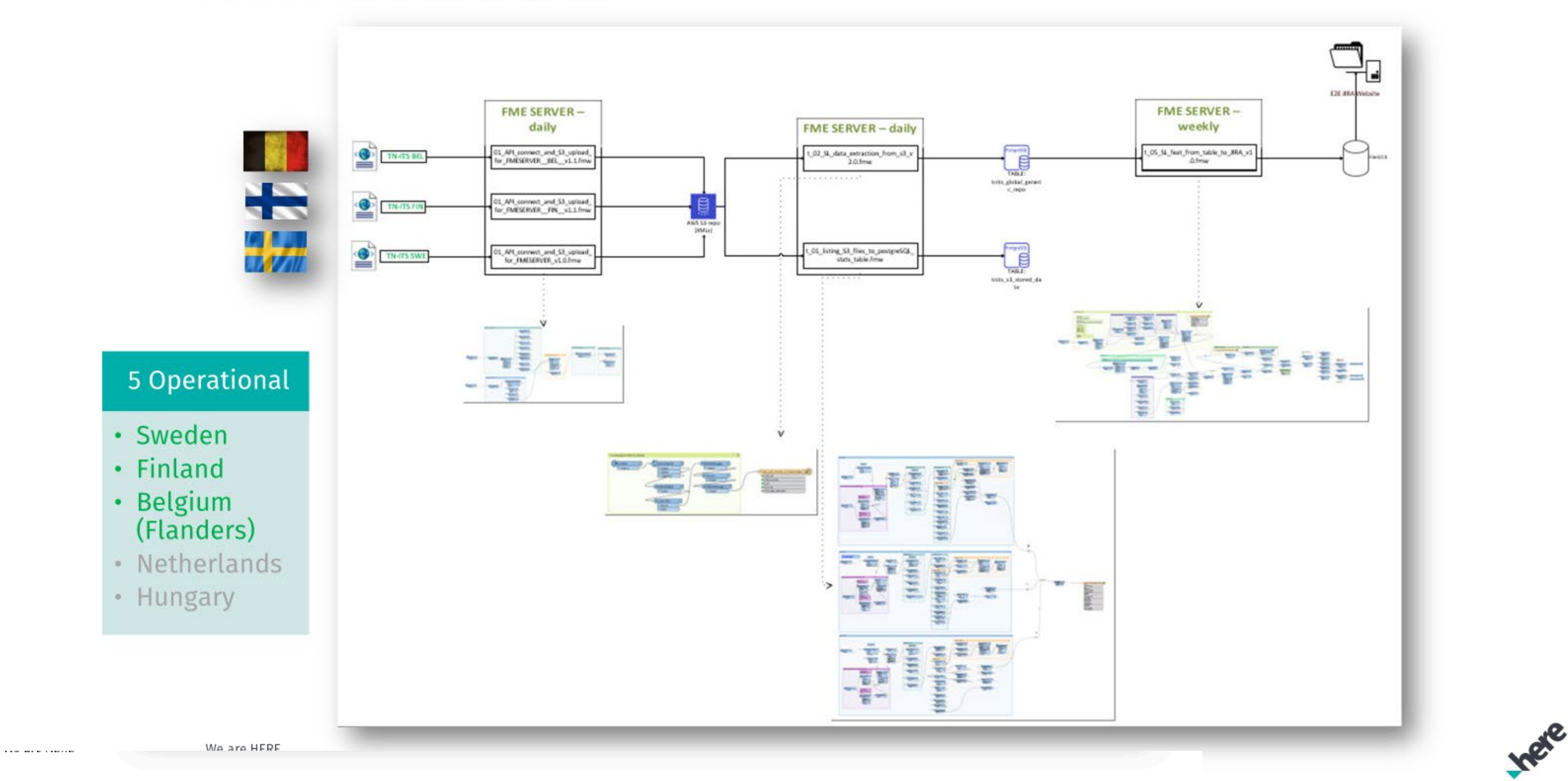
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Why: TN-ITS is the DR reference data exchange standard?

- Immediate compatibility with the map makers production processes
Fresh-updated-accurate maps guarantee

- Access to major mapmaker's business
 - »   innovation platform (since 2013)
 - » Representing 98% of all world map business

Process overview



Members:

- Road Authorities
- Map Service Providers

Supporting EU Policy on Data Sharing

Standardization:

- CEN TS 17268
- TN-ITS will be DATEX II part 14

Implementation Support

<https://tn-its.eu>





































TN-ITS

Map Update Exchange



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Is this data Accessible?

e.g.: Flanders' TN-ITS data
published on Belgian NAP(National
Access Point)



TRANSPORTDATA.BE

Datasets Organizations News About Search

Organizations / Agentschap Wegen en Verkeer / TN-ITS

TN-ITS

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Vlaanderen
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Agentschap Wegen en Verkeer
Agency for Roads and Traffic read more

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Dataset Activity Stream

TN-ITS

The Flemish TN-ITS service is available via the Agentschap Wegen en Verkeer and operational as a pilot service since 2016. The service mainly publishes changes of speed limits and traffic restrictions for roads in the Flemish region, supporting both point and linear features. Different types of location referencing methods are available to maximize the re-use of the information (OpenLR, GML).

Data and Resources

TN-ITS (CEN TS 17268)

Explore

Transportation modes covered

Car Motorcycle Truck

Additional Info

Field	Value
ID	0ac30f21-2a58-4ed3-bd4a-c20af72c5865
Metadata date	2024-06-04 16:40:15
	Dutch

A row of twelve traffic signs. C43 is a red circle with a white border and the number 90. C45 is a red circle with a white border and a diagonal line. F4a is a white square with a red border and the word ZONE above a red circle with the number 30. F4b is a white square with a red border and a diagonal line. F1a and F1b are white squares with black borders and black silhouettes of a city skyline. F3a and F3b are white squares with black borders and black silhouettes of a city skyline with a red diagonal line. F5 and F7 are blue squares with white borders and white silhouettes of a bridge with a red diagonal line. F12a and F12b are blue squares with white borders and white silhouettes of a pedestrian crossing with a red diagonal line.

The logo for TN-ITS Map Update Exchange, featuring a stylized blue location pin icon and the text "TN-ITS Map Update Exchange" in blue.

The logo for the European Congress Seville 19-21 May 2025, featuring the text "its" in white on an orange background, followed by "EUROPEAN CONGRESS SEVILLE 19-21 May 2025 Clean, resilient and connected mobility." in white.

TN-ITS becomes DATEXII part 14

Declaration of Lisbon May 2023

DATEX II and TN-ITS have identified a strategic need and a joint objective to align and harmonize the two standards, in order to support current and future European road and traffic management services in a coherent way.

Therefore DATEX II and TN-ITS declare that they will, in the context of NAPCORE, together :

- develop and deploy the merging of the two technical standards
- setup a sustainable governance of the resulting standard
- facilitate user adoption to support relevant EU policies
- support stakeholder-engagement communities



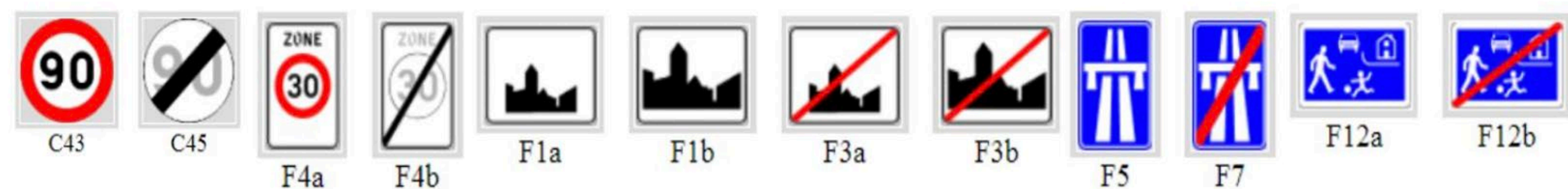
Co-operation agreement signature event 2025 Seville



TN-ITS claim for the future: The need for digital maps to get updates of attributes

Today

Exchange updates of
(updates of) road
attributes



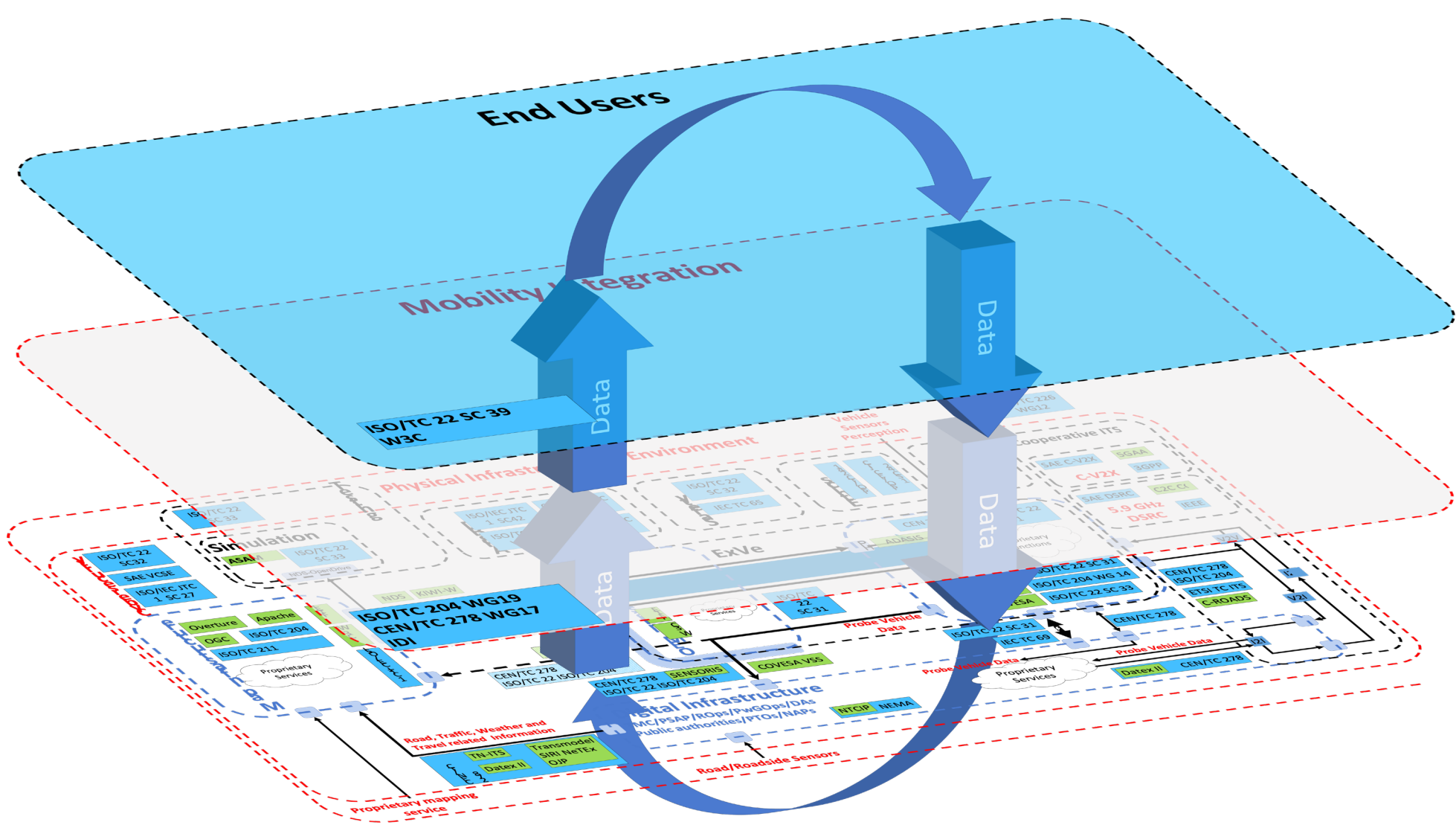
Tomorrow

UVAR: requiring
road signs

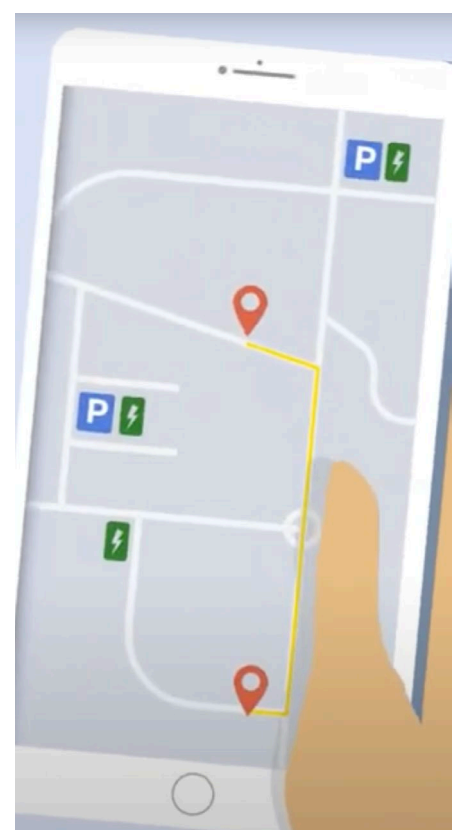


Future

IDI-3D: Requires
new map
attributes



Cycling: Requires
new map attributes



TN-ITS
Map Update Exchange



Discussion

Your insights on the future potential of TN-ITS as a data exchange standard for map attributes (update)

- Cycling
- UVAR
- 3D (IDI)

THANK YOU!



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