

**Intelligent Transportation Systems (ITS)  
Joint Program Office (JPO)**

**Policy Needs on  
ITS Standardization for Deployment**

*USDOT Perspective*

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# ITS Standardization for Deployment

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- US Regulatory approaches use standards
- Standards support state and local agency deployment of ITS
- Private sector Investment accelerated through standards
- International standards harmonization can further deployment



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# Opportunities & Challenges in Standards Harmonization

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- Harmonized standards lead to lower costs, faster deployment of new technology and more innovation.
- Standards Development activities are often volunteer driven
- Harmonization may not mean identical
- Without collaboration, international standards can diverge and benefits are lost



# US DOT International Standards Engagement

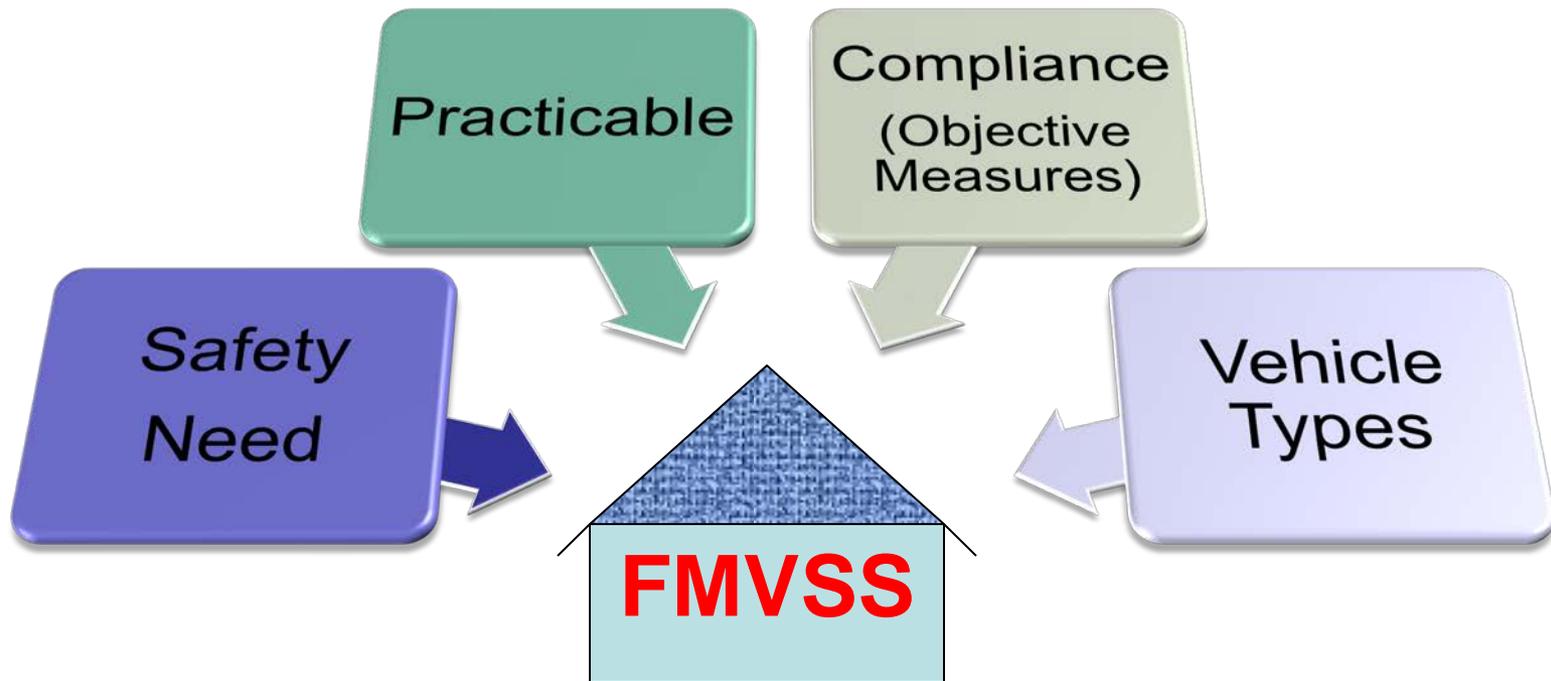
- US DOT cooperates with, financially supports and/or actively participates in connected vehicle standards development across regions

Standards Organization (SDO)	Level of Involvement
ISO TC204 (INTELLIGENT TRANSPORT SYSTEMS)	...Expert participation, financial support
CEN TC278 (ROAD TRANSPORT & TRAFFIC TELEMATICS)	...Observation
ETSI TC-ITS	...Memorandum of cooperation
IEEE 1609 and 802.11p	...Expert participation, financial support
SAE J2735/2945	...Expert participation, financial support

- EU-US ITS research cooperation task force
  - Standards harmonization is one of six working groups (“SWG”)
  - Work program governed by Harmonization Action Plan (HAP)
- Japan has been an observer in the SWG activities
  - Korea invited for future observation/participation

# Why Standards Matter

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International Standards

# Looking Forward ....

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## *Opportunities*

- Further work guided by HAP, build on successes
- Seek to broaden cooperation leveraging existing bilateral agreements
  - ◻ Canada, EU, Japan, Korea ... welcome others
- Cooperatively execute a gap/overlap analysis
- Documented lessons learned to date will guide future activity
- Address Spectrum, CyberSecurity, Privacy issues

## *Challenges*

- Multiple constituencies - governments, SDOs, automakers, suppliers ....
  - ◻ Overcome conflicting objectives, approaches, timing needs and levels of commitment
- Complexities associated with widely varying procedures/practices, including contracting & funding
  - ◻ Example: IEEE 1609.2 and ETSI TS 103-097 (security) were once harmonized yet diverged over mostly institutional issues
  - ◻ Efforts underway to try to re-harmonize