Procuring UTMC systems

A UTMC Technical Guide
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1   Introduction

1.1   About this document

1.1.1   UTMC is a UK-led initiative which provides and maintains a technical framework for traffic management and related systems. It is geared to producing open specifications geared to the needs of real world projects, delivered through an efficient and innovative supply market. UTMC specifications are endorsed by the UK Department for Transport and are published on the UTMC website at: http://www.utmc.uk.com.

1.1.2   To help users get the best out of the UTMC Technical Specification, we provide a set of guidance documents addressing some of the associated issues, ranging from non technical aspects such as procurement policy and operations, to technical aspects such as database design and communications network configuration.

1.1.3   This document is a guidance document primarily for users, and is concerned with ensuring that UTMC are procured with secure and effective integration in mind.

1.2   Background and context

1.2.1   "Compliance" to UTMC has a specific meaning, described in detail within the UTMC Technical Specification and associated documents. It does not by itself guarantee interoperability with other compliant systems, but does make it more likely that configuring interfaces will be relatively quick and easy.

1.2.2   No individual product, system or network is *required* (ie under statute) to be "UTMC compliant". Further, once procured, there is no obligation on a system which has been procured to be updated as and when the specification is updated. This opens the possibility of interoperability gaps arising, when new implementers deploy systems which are not compatible with older systems – even if the older systems were compliant when bought.

1.2.3   System suppliers will from time to time use the term "UTMC", or even "UTMC compliant", in their product lines, without necessarily indicating exactly how this relates to the Technical Specification. This avoids making literature over-technical, but is less than helpful in the context of a specific LA's project.

1.2.4   Therefore, LAs should take care to make adequate provision within their ITTs and contracts. This note proposes some wording that might be considered at different stages of the procurement process. LAs are free to adopt, adapt or vary this usage.

2 Guidelines for those procuring UTMC systems

2.1 Procurement strategy

2.1.1 The following text is offered for consideration as part of an LA's procurement strategy, either for a specific system or as part of their overall traffic/transport management strategy (eg for incorporation into LTPs). This may of course need to be adapted to local situations and policy priorities.

In support of efficient management of traffic and transport in the [County/District/Borough/ Region], [LHA] will [continue to] deploy Intelligent Transport Systems technology where it is cost-effective to do so. As technology continues to become cheaper and more powerful, so its use is likely to grow.

In providing services of value to the public, our systems will need to be increasingly accessible to and integrated with third party systems. We will therefore ensure that we are prepared as an outward-facing authority. In addition to continuing to develop our travel information services, we will also consider systems and services that support route guidance and journey planning, demand management, freight route optimisation, and incident control (in cooperation with the emergency services).

In delivering these services, we need to manage cross-boundary routes effectively. We therefore need to work closely with many stakeholders in neighbouring highways authorities, [the Highways Agency,] [Transport for London,] and key private sector partners [such as….]. In this we will encourage the adoption by all parties of relevant technical and operational standards.

We also have a challenge to ensure that our own systems are appropriately integrated with each other. To minimise integration issues now and in the future, we will again adopt standards – particularly those developed by the national UTMC initiative – as a matter of strategy in our systems procurements, wherever it is practical and cost-effective to do so.

Technology, however, is only as effective as the use to which it is put. We will only acquire or develop systems where we are able to justify, not only the cost of acquisition, but also the resources required to operate, manage and maintain them. To support this, we will ensure that all our systems are designed to minimise through-life cost of operation.

In the farther future, more radical opportunities such as intelligent speed adaptation, parking space booking and access control may be appropriate and we will continue to monitor the potential for these.

2.2 Invitation to tender

2.2.1 The following text is offered for consideration during the early stages of procurement, either for specific systems, or for supply framework contracts. It is not suitable for service contracts (eg consultancy support).

2.2.2 This may be used in procurement specifications, either at pre-qualification stages or at Invitation to Tender. It may be used for new supply contracts or for tasks under an extant framework arrangement (unless in the latter case this conflicts with the main contract).

Tenderers should be aware that it is [LHA] strategy to build, configure and operate systems in accordance with open standards, and in particular with UTMC design principles. Tenderers shall confirm their commitment to open standards and UTMC. If available, a company strategy statement should be provided.

Tenderers shall indicate, for the products offered in response to this tender[1] :

- *Which if any has been formally assessed as UTMC Compliant. (Please give date of certification and state which version of the UTMC Technical Specification.)*

- *Which if any of the products offered is registered in the UTMC Products Register. (Please state which version of the Register.)*

- *Any additional aspects in which the products offered comply with the current version of the UTMC Technical Specification TS003.00x:20yy and TS004.00x.20yy, with reference to specific UTMC Objects where applicable.*

Where tenderers have offered a solution which is not compliant with the current version of the UTMC Technical Specification, in whole or in part, they shall indicate:

- *The likely impact on the overall [LHA] system of this non-compliance.*

- *The cost and time required to develop these up to compliance, as a contractual option for [LHA] to adopt if it chooses.*

[LHA] is committed to support the development of UTMC nationally. Tenderers shall indicate where in the context of current procurement they believe the currently available UTMC Technical Specification is not adequate for [LHA]'s requirements[2]. Tenderers shall confirm that, in respect of such gaps, they will if successful:

- *Work with the UTMC Development Group to develop an extension to the UTMC Technical Specification that fills the gap.*

- *Insofar as can be achieved within project timescales, implement the new national specification within [LHA]'s system.*

- *If this is not possible, implement [LHA]'s system so as to minimise the additional development effort to achieve retrospective compliance.*

These items must be separately priced[3].

[Should we have something about future changes to the Tech Spec and how tenderers would envisage responding? If so, how can this be made meaningful?]

2.2.3   For service contracts (including system integration contracts) words such as the following may be used.

Tenderers should be aware that it is [LHA] strategy to build, configure and operate systems in accordance with open standards, and in particular with UTMC design principles. Tenderers should therefore:

- *Demonstrate a clear understanding of the principles of UTMC*

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[1]   The UDG Secretariat will provide feedback on request, in response to the first two of these bullets (ie you ask us if the claim is true, and we will tell you).

[2]   It is not intended that this commits the LHA to any work, other than referring the issue to the UDG.

[3]   It is not intended that this commits the LHA to any work, other than referring the issue to the UDG.

- *Indicate their capability to develop programmes, construct architectures, conduct procurements and manage projects which reflect our [LHA]'s overall UTMC strategy*

- *State how they would expect to use the UTMC resources and support services available at a national level, in the context of programmes, architectures, procurements and projects*

2.2.4   Suppliers may also choose to use text similar to the above in their pre-qualification or tender submissions, irrespective of whether it is specifically called for by the purchaser, if they believe that it represents.

2.3   Contract

2.3.1   The contractual provisions relating to UTMC compliance will naturally reflect the ITT. Enforcing these clauses will be a matter for individual circumstances, and we do not prescribe or suggest a particular level of client oversight.

2.3.2   Procurers are welcome to contact the UTMC Secretariat for advice on how to handle specific points. However we cannot negotiate with suppliers on your behalf.