



## Setting an agenda for the politicians

**T**he European Parliament Committee on Transport held a public hearing on February 14th on the subject, Urban Mobility – one size fits all? Hermann Meyer gave a detailed presentation explaining ERTICO – ITS Europe's role in promoting ITS and a potted history of the development of ITS through the 'generations'.

First generation, he said, comprised largely autonomous systems, while second generation ITS was the generation of 'connected systems'. The third generation systems, said Hermann, are now under development in projects like CVIS. These allow truly cooperative mobility services with intermodal communication, data exchange and traffic management.

These third generation systems, he said, would be key to providing an effective response to the urban mobility challenge which addresses five issues: congestion; emissions; accessibility; safety; and smart management. He gave some examples of how these systems might work.

The collection of traffic, road and environmental data, for instance, will not only help travellers choose the best route but will also help network managers detect and manage problems. Co-operative traffic control means that vehicles will be able to communicate and interact directly with local traffic control systems and other roadside infrastructure as well as nearby vehicles. For travellers these systems will provide real-time information about traffic conditions and transport service operations. What this means, said Hermann, is that travellers will be able to make the best informed choices whether it is through route guidance, hazard warnings or parking guidance and payment.

Third generation systems, however, are not yet fully developed and Hermann explained that there remain issues for their deployment. 'We need technical harmonisation of co-operative mobility systems and for in-vehicle systems and for roadside equipment. We must ensure that there is sufficient radio spectrum for connected vehicles services and this should probably be protected. We need access to publicly-sourced data and at the same time to address data protection and security issues.'

Perhaps more fundamentally, he pointed to the need to form pre-deployment partnerships. 'It is a challenge. It needs a lead from industry and from government actors. ERTICO supports the EC institutions and the industry through its catalyst role to start this process.'

Hermann finished his presentation by asking what the world of politics could contribute. He had some ideas. 'An EU legal framework which allows or encourages urban authorities to start deployment of co-operative systems is needed. We need to create an EU architecture in which local ideas for the usage of ITS to improve urban mobility can thrive. This archi-

ture involves the standardisation of key ITS technologies to ensure interoperability, openness and flexibility. It also involves liability rules.'

He added that politicians could try to find a theme that would legitimise a European policy towards urban mobility – and accompanying European funding for projects. 'It is important that we have a funding framework which will support the deployment of next-generation mobility technologies. And I believe it would add new opportunities for local deployment if a framework existed for municipalities to use incentive and bonus schemes to promote the take up of services for drivers and travellers.'

Hermann's presentation was well received by an audience of about 300 people from Parliament, European Commission and related stakeholders and it was clear from the feedback that delegates were very interested and even excited by the role that ITS will play in improving urban mobility.

### Accelerating deployment



**Hermann Meyer addressed the first meeting of ERTICO's new Partner Topic Groups in February. The groups aim to accelerate the development and deployment of ITS by defining concrete future actions in the fields of mobility, goods transport, security and the environment. For more information contact Vincent Blervaque.**

## New and upcoming projects

ERTICO started the new year by kicking off two new projects. i-Travel is an 18-month project co-financed by the EC DG for Research, Transport Directorate. The project, which brings together a consortium of 20 partners drawn from public authorities, commercial companies and research institutes, is being coordinated by ERTICO. Key to the i-Travel concept is the building of a community of service providers that can operate competitively to provide services and goods to the connected traveller. Project Manager at ERTICO is Gary Bridgeman

The second new project that got

underway in January was ROSATTE, a 30-month project which is being co-ordinated by ERTICO and co-financed by the EC DG Information & Society & Media. ROSATTE, which brings together a consortium of 15 European companies and organisations consisting of public road authorities, commercial map providers and research institutes, will develop the enabling infrastructure and supporting tools that will ensure European access to road safety attributes including incremental updates. Project Manager at ERTICO is Sophie Dupuis

In addition there are three proj-

ects which will be launched in April. EuroFOT is a major project which is being co-ordinated by the auto industry and which will be conducting an on-road impact assessment of ADAS. Over the next three years some 1000 vehicles will be driving round Europe putting various advanced driver assistance systems into practice. This project, which is key in the transfer of research to deployment, will test commercially available systems and others which are at pre-maturity stage but could be introduced soon.

FOTNET is a smaller project which is being co-ordinated by

ERTICO. The aim is to establish a networking platform in order to make sure all stakeholders involved in Field Operational Trials (FOT) can exchange knowledge and experience. Vincent Blervaque says that the challenge is to develop a common methodology for the FOTS in order to support European and national trials so that results can be shared and compared. 'This is the challenge if we want to maximise the benefit of these trials.'

Also in the pipeline is the launch of SIMBA 2. This is the continuation of the work ERTICO has been doing with emerging markets, this time, welcoming Russia.