



## Time to put Geneva in your diary

**H**ardened ITS professionals will travel to the other side of the world to attend an ITS World Congress so it would be unfair to say that the location of an event is a critical factor when decided whether or not to attend. But, of course, it does help. And this is why the European ITS Congress in Geneva is likely to be a sell out.

Pretty well everyone is agreed that Geneva is a very attractive location. It is easy to get to for a start. There are plenty of flights to a city which is not only a major tourist destination but an important business centre and home to such august institutions as the UN, EBU and the IRU. But it has the added advantage, for visitors who are trying to manage their personal emissions target, of bordering France and therefore connected to a powerful European transport system.

The venue is the Palexpo Convention Centre which is located next door to the international airport and has its own underground railway station, direct motorway access and is still only five minutes from the centre of town. Not only is PALEXPO a super conference centre, it has a multiplicity of meeting rooms which makes it ideal for an ITS Congress with its many different streams and breakout sessions.

Switzerland is the ideal location to showcase ITS developments. Transport systems are well developed here, partly forced by geographical and political constraints. Intelligent transport systems are being consistently applied now and can be seen particularly in the fields such as public transport and tunnel safety.

For those interested in road user charging, Switzerland provides an important case study having introduced a countrywide ETC system for lorries a few years ago. Looking ahead, a comprehensive strategy for ITS applications is to be implemented by the Federal Roads Authority by 2012.

ITS Switzerland has chosen 'Sustainable Mobility' as the theme for the Congress and the four major themes, which will be reflected in the executive sessions, will be 'Sustainability of Mobility', 'Co-mobility', 'Traffic and Transport Management' and 'Paying for Mobility'. Sustainable Mobility has been chosen as the theme because of its impact on health in all its aspects from controlling emissions through to encouraging people to get out of their cars. But the organisers stress that the wider picture includes social and economic impacts too and these will be major themes at the Congress.

A key question that needs to be answered, they say, is not only how ITS solutions can deliver improved transport and mobility, but how the ITS solutions themselves can be paid for. With so many current applications having only pilot project status, there is a real need for proper business models to be developed – a theme which will be tackled in the Congress programme.

**The dates are June 4-6, 2008 with the opening ceremony and welcome party taking place on June 3. Registration information will be available on the Congress website from early 2008 at [www.itsineurope.com](http://www.itsineurope.com)**

# Reporting from Beijing on new trends in railway traffic control

**T**he Swedish Rail Administration is carrying out a number of activities as part of the build-up to the 2009 ITS World Congress which will take place in Stockholm. These are designed to increase the profile of rail and the ITS implementations being carried out on the railway network. As part of these activities, Swedish Rail Administration organised a Special Session on the topic of New Trends in Railway Traffic Control at the ITS World Congress in Beijing, 9-13 October 2007.

Four speakers were involved in the Session, from Sweden, Germany and Singapore, although unfortunately the Singaporean speaker was unable to take part on the day. The Session chairman was Björn Östlund, the head of the Operations Division at Swedish Rail Administration.

'Railway traffic re-scheduling during disruptions' was presented by Dr Jan Persson from the Blekinge Institute of Technology in southern Sweden. His presentation covered the work carried out by Dr Johanna Törnquist-Krasemann, Jan himself, and their colleagues at the Blekinge Institute of Technology, regarding methods and approaches to prevent and reduce disruptions to railway services within the R&D project known as OAT and its continuation projects. The Swedish rail market is de-regulated with several active operators, with Swedish Rail Administration as the biggest infrastructure owner. The Swedish rail network is already very heavily used, which creates great sensitivity to disruption, while traffic levels on the network continue to increase. Currently, the handling of disruptions to services

and implementation of revised schedules is based on a de-centralised manual method with minimal system support.

The objective of the work outlined in the presentation is to create system support which can minimise negative consequences throughout the rail network, while also satisfying the requirements of safety and current policy, as well as of the operators. Jan described the mathematical model and the heuristic methodology developed and implemented by the project.

### Five different policies had also been simulated and compared:

- First come, first served
- On-time trains prioritised
- Minimise delay costs
- Minimise total final delay
- Minimise accumulated delay

Simulation had proved that these function adequately. A benefit of the heuristic methodology is that it evaluates and defines the imminent as well as over-arching effects of each decision made. A drawback, however, is that this simulation requires a large amount of data processing power when applied to very complex disruption scenarios. To sum up, Jan stated that the heuristic methodology is capable of solving comparatively large problems in a short timeframe, but that it needs to be improved in order to resolve extreme situations. Blekinge Institute of Technology continues to work in this field.

The PhD thesis 'Interaction infrastructure for transparency – a holistic approach for linking freight transport systems with information systems' was presented by Inger Gustafsson of BMT Transport Solutions in Hamburg. Her thesis is based, among other material, on work



Mats Lindqvist reports on a Special Session at the 14th ITS World Congress, Beijing 2007, organised by the Swedish Rail Administration. The session was designed to increase the profile of ITS implementations being carried out on the rail network.

carried out on behalf of the Swedish Rail Administration. Inger's presentation described the importance of information flow for the freight transport sector, and how an effective management of data and information attached to the actual goods makes transportation easier.

In order for this to work, the relationships between the three components 'institutional management', 'transport management', and 'infrastructure management' must be clear and defined. This requires mutual trust between all the parties involved, but also strong leadership from eg Government actors since these exert a strong influence on the necessary underlying conditions. In order to carry out the necessary changes, the approach has to change from 'separate silos' to 'common process'; from 'us and them' to 'us'; from 'supplier or user' to 'supplier and user'. This new approach requires a whole new set of competencies. In summary, this means the creation of completely new possibilities for platforms for communication and co-operation. A new approach and strong leadership work together so that freight transport systems and information systems are joined to create an 'interaction infrastructure'.

The 'East West Transport Corridor' project was presented by Bengt Gustafsson, the chairman of the project steering group. The project is a transnational initiative to ie connect Europe with Asia/China via the south Baltic area. This area has some 50 million inhabitants and is a global growth area and a gateway from Europe to the east. The region requires, among other things, improved connections with Russia and the Far East. For

example, to transport goods by sea from the south Baltic to the Far East takes 35-45 days at the moment, while transporting the goods using the trans-Siberian railway takes around 17 days.

The project, which is being carried out together with private sector participants, has already tested sending some containers from Klaipeda to China. It is an EU-financed project and its objective is to develop a strategy and concept for a more effective, sustainable and intermodal transport corridor. For example, interventions are being made to strengthen business development, reduce bottle necks and increase the understanding of ITS applications.

The project is also concerned with modelling and simulation within the development of transport solutions, and for direct infrastructure investments to improve the flow of transport. Bengt described the current transport situation, the importance of co-modality (the co-operation between transport modes where each mode is utilised in the optimum way) for sustainable development, and the project initiatives within the ITS area.

For instance, charging for using the road network is a possible method for moving freight transport off road and onto rail. Compared to renewing or building new physical transport infrastructure, ITS is, according to Bengt, a cost effective method of improving road safety and make transport flows more effective.

To sum up, the moderator, Björn Östlund, noted that much interesting activity is clearly being undertaken, and thanked all the speakers for their excellent presentations

[www.banverket.se](http://www.banverket.se)

Translation – Jennie Martin,  
ITS United Kingdom

## Network News

### A single voice for ITS in Germany

Seven German ITS organisations from Baden-Württemberg, Bavaria, Berlin, Niedersachsen and North Rhine-Westphalia gathered in Munich on December 6 2007, to launch ITS Network Germany – Gesellschaft für Verkehrstelematik Deutschland. The member organisations themselves are made up of over 200 individual institutions, public authorities, small and medium-sized enterprises, scientific institutions and key multinationals. Heinz Sodeikat from ITS Munich Germany and a former ERTICO Chairman and President and Spokesman has been voted Chairman of the Board whilst Dr Norbert Handke of ITS Niedersachsen is the Managing Director.

### Intertraffic preparations

ITS Netherlands has been finalising its seminar programme on traffic management and parking topics to run alongside Intertraffic 2008 in Amsterdam in April (see Noticeboard). During 2008, it plans to give special attention to issues including road user charging (RUC), the development of a national data warehouse, ITS in public transport, anti-accident systems, sustainable logistics and more efficient supply chains.

### Celebrating ITS Hellas

Key players from the Greek transport, telecommunications and IT sectors met in Athens at the beginning of October 2007 to celebrate the launch of ITS Hellas. Organised by ERTICO partners Navteq, ICCS and CERTH, the meeting was attended by high level participants from Greece and elsewhere in Europe. The aim of ITS Hellas is to promote the development and use of ITS in Greece and the export of Greek technology and experience abroad, whilst also working towards increasing road safety, environmental protection, mobility and the comfort of the public. For further information, contact [l.konstantinopoulou@iccs.gr](mailto:l.konstantinopoulou@iccs.gr)

### Warm welcome to the Welsh

A warm welcome has been given to the new Wales Interest Group for Intelligent Transport Systems (ITS) following its inaugural meeting of members and organisations recently. Hosted by the Welsh Assembly Government at the Celtic Manor Hotel near Newport, the event on November 15th 2007, was attended by a wide range of interested parties such as Transport Wales, Traffic Wales, Welsh universities, consultancies, industry, police and public transport organisations. Any parties wishing to join the Wales Interest Group for Intelligent Transport Systems (ITS) group should contact Vivien Collins directly via [Walesinterestgroup@traffic-wales.com](mailto:Walesinterestgroup@traffic-wales.com)

### RUC White paper launch

ITS United Kingdom, the Intelligent Transport Society for the UK, launched a White Paper giving an impartial overview of the available technology options for road user charging, at its Road User Charging Conference in London on 13 December. The White Paper has been produced by the ITS (UK) Road User Charging Interest Group, which has 150 registered participants and is led by Chairman Andrew Pickford of Transport Technology Consultants with the assistance of Hon Secretary Keith Mortimer of Efkon UK.

Jennie Martin, Secretary General of ITS (UK), commented: 'The volunteer effort by ITS (UK) Members in contributing to this document is remarkable and demonstrates the enormous value of the expertise represented by our participants. This White Paper showcases the ability of ITS United Kingdom to facilitate open discussion and reach impartial and credible conclusions. Anybody seeking an unbiased guide to the technologies should make sure they read this document before setting up any appointments with potential suppliers.'