



Making connections at Intertraffic

Some 23,000 traffic professionals made their way to Amsterdam in April to visit Intertraffic. These visitors were not only able to catch up on the latest products and trends in the field of traffic management, for the first time they were also able to find out what is going on in the world of intelligent transport systems.

In a new development for the show, a small section of the exhibition – the ITS Plaza – was dedicated to the sector. It included representations from ITS United Kingdom, ITS&S Czech Republic and of course Connekt/ITS Netherlands. Many members of the ITS Nationals network visited this corner of the exhibition hall to find out what was new and to meet friends.

Alongside the exhibition, Connekt/ITS Netherlands organised an ITS seminar programme in conjunction with Intertraffic. This programme offered exhibitors the opportunity to make technical presentations on products and services which have been implemented, discuss calls for tenders, and a range of other related activities such as product launches, panel discussions and presentations on trends and market developments.

There were two seminar rooms close to the ITS Plaza which offered back-to-back presentations on a whole range of ITS topics. The first day focussed on smart parking solutions, e-ticketing, parking guidance, data collection and developments in laser scanning, speed cameras and traffic control. Day two was aimed at safety and security covering topics such as intelligent vehicles, safety barriers, surveillance, incident management and road pricing. With the recent developments in road-user charging in the Netherlands, the sessions on satellite-based tolling systems, large vol-



The ITS seminar programme, a new venture for Intertraffic, offered presentations on a range of ITS topics

ume user charging and tolling experience were understandably very popular.

On day three, the focus was on infrastructure and dynamic management – topics on the programme included safe roads, public/private partnerships, integration of traffic management systems, decision support systems and intelligent hard shoulders.

On the final day new ways of tendering were put under the spotlight and offered room for discussion of issues which affect

regional traffic management. There were representatives from national and regional authorities present, and they talked about their own experiences and ambitions.

Connekt says that this mini-symposium approach was very beneficial in that it encouraged the development of action plans, and promoted both commitment and further cooperation.

Many of the presentations are available for download from the Connekt website. www.connekt.nl

Large-scale pilot for truck safety is launched

Connekt, together with the Dutch Ministry of Transport, TNO and Buck Consultants, has begun a large-scale pilot in which five individual systems to prevent accidents with trucks will be tested. The aim of the pilot is to improve safety and keep traffic flowing. Overall, 3,000 vehicles will be involved in the pilot with the five systems being tested over an eight-month period. A large number of companies and umbrella organisations are involved in the project.

There are several systems available which aim to increase the safety of trucks and

reduce accident risks, but in reality these systems are hardly ever used. On the one hand this is because of the high costs involved and on the other hand the benefits to the operator are relatively small.

However the predicted social benefits of these systems, in terms of fewer accidents and less congestion, are much higher and it is thought that the systems could also have a positive effect on the image of the transport sector.

Because of the scale of the trial, the number of trucks involved and the extensive reg-

istration of vehicle movements, the pilot will offer important information on the effectiveness of the different systems, two of which focus on the prevention of rear-end collisions and tilting and side collisions. The movements of the trucks used in the pilot will be registered and processed over an eight-month period with the first results expected in December this year.

The project, Anti-Accident Systems for Trucks, is one of 40 short-term congestion management projects initiated by the Dutch Ministry of Transport in the period 2006-09.



Prague bids for GSA role

In late March Prague was host to the 10th European Interparliamentary Space Conference which was scheduled as part of NavAge 2008, organised by ITS&S Czech Republic. This successful event represented a very positive cheer for the space industry from the Czech Republic and was an opportunity to reaffirm the country's strong support for the development of the Galileo system and the integration of related technologies into Czech industry.

It emerged at the event that Prague is in the running to become the seat of the GSA. According to Professor Bernard Katzy of the University of Leiden there is a good chance that the European office for the GNSS Supervisory Authority will move to Prague. This follows the CASTLE project which compared the technical level of satellite

navigation in the regions of Prague, Munich and Leiden and which showed that the preconditions in Prague were fully comparable with the other two.

The bid will also be helped by the fact that the Czech Republic has applied to become a member of the European Space Agency. Negotiations were opened in January and a treaty is expected to be in place this month (*June*) with ratification by the Czech Parliament in autumn at the latest. Given the key role that ESA plays in the Galileo project, it was felt that accession would be very beneficial for the Czech Republic. The conference gave unambiguous support to a Czech initiative to create a supranational platform Galileo User Forum.

Delegates to NavAge 2008 discussed a full range of topical issues

relating to satellite navigation and traffic policy including INOTECH, the Czech strategic document for the support and use of innovative technologies. INOTECH, which has been published by the Czech Ministry of Transportation, defines the roll of the public sector in supporting the development of advanced technologies. Currently going through the approval stage, INOTECH calls for the public sector to provide effective support for ITS in the Czech Republic. This includes building the national ITS architecture and the development of technical standards, including provision of the conditions for use of GNS systems in transport. Key proposals include the development of telematics for higher classifications of roads and improvement in traffic management in urban areas and in passenger transport. Rail

transport is included in the plan, not just for national sections of the TransEuropean rail network, but also at a more local level, for instance securing the safety of railway crossings.

There was extensive coverage of Galileo and GMES, the European Monitoring Programme for the Environment and Security. On the subject of electronic fee collection, Karel Feix of Kapsch gave an update of the Czech situation. He explained that by July last year, the system had covered the costs of construction and that at present, operating costs do not exceed 10% of revenue. At present a hybrid system is in preparation – the existing microwave system will be opened for a satellite subsystem while there is another project to develop the traffic control system on the D1 motorway.

ITS (UK) presents awards for excellence

Awards for Excellence have been made by ITS (UK) to two groundbreaking area-wide schemes, and to an individual for his outstanding contribution to the industry. The first award was to the Kent Fastrack bus information system for its pioneering approach to local urban regeneration. It uses innovative technology to completely overturn passenger perception and experience of bus transport. Fastrack began operation with its first route two years ago and since then more than 3.5 million passengers have been carried.

The bus information system is supplied by Cityspace and deployed along the BRT route between Dartford and Gravesend including the new section serving Ebbsfleet International Station.

Guy Wolfenden of Cityspace Transport said the company was pleased to be playing a role in delivering integrated, interactive passenger information systems within this award-winning development.

The second award was to the

Transport for London iBus project. This was designed and implemented in response to the growth in the number of buses in service in London. iBus gives accurate vehicle location information, enabling on-board, real-time passenger information and more effective service control as well as providing a reliable, expandable radio system and platform for future development.

The award was accepted by Martin Davey, head of the technical services group, who said it reflected the hard work of staff within the group and across London buses.

'We are making great progress to improve London's bus services for the millions of people who use them every day. The precision of the information means that passengers also get a better idea of when their next bus is due as it makes Countdown predictions more accurate.'

iBus is already live on over 1,800 buses and by early 2009 is expected to have been rolled out to the whole of London's 8,000 bus fleet.



Dr John Miles with his wife Marilyn, at the 2008 ITS UK annual dinner. John received an Award for Excellence for his outstanding contribution to the development and outreach of ITS over his 30-year career.



iBus is already live on more than 1,800 buses in London



ITS Germany launch at CeBIT

The latest CeBIT show was the venue for the formal launch of the ITS Network Germany organisation, as well as the showcase for a large number of new telematics and navigation applications. The event also featured a successful discussion forum that is likely to be extended to a three-day programme at the same event next year.

ITS associations in Germany chose CeBIT 2008 as the venue at which to formalise their agreement to work together as ITS Network Germany. The signing ceremony took place on ITS Niedersachsen's stand, launching a federal German ITS-related community which will speak with a single voice in the European partnership of ITS Nationals.

The CeBIT event itself was a great success, reported Norbert Handke of ITS Niedersachsen, who said that this flagship IT show heralded a return to the days of euphoria about new technologies and solutions. The new format attracted some 495,000 visitors over the six days, more than 100,000 of them from outside Germany. And, according to Ernst Raue, a managing board member of Deutsche Messe, the 5,845 exhibitors from 77 countries were reported to have left Hannover with 'bulging order books'.

For telematics professionals, the show had much to offer. One of the most exciting themes was 'Telematics and Navigation', taking place in two halls, where companies such as Siemens, Blaupunkt, TomTom, NavTeq, TeleAtlas and 700 others had over 11,000m² of exhibition space in which to showcase the newest developments in this sector. GPS repeaters even made it possible to show navigation's newest developments inside the halls, reported Norbert.

'Exhibitors such as ESA and EADS were showing their actual positioning systems, making it possible to give a live demonstration of automated driving with CAROLINE, a German finalist in the 2007 US DARPA robot vehicle competition. Spontaneous applause broke out when this car parked and manoeuvred without any driver and of course without remote control.'

One brand new feature for this year's event was the CeBIT global conference which provided significant coverage of ITS themes of relevance to the industry as well as to the research companies and the public sector.

Several sessions and presentations were held in the 'CeBIT in Motion' forum which took place right in the middle of the telematics and navigation exhibition area. Subjects covered included themes such as eCall, digital radio, Car2Car/Car2Infrastructure and the future of logistics. There was also an ITS education strand and 'Galileo in schools' workshop as part of a strand dedicated to students and school children.

A number of high-level debates took place as part of the Navigation Day organised by Telematics Update, and also during the congress day which focused on European developments. Here the two main subjects under the spotlight were 'Driver assistance versus automated driving' and 'Road user charging – cash cow or intelligent management?' Norbert Handke said that the discussions were very open-minded, and lengthy, taking place over several hours. There are plans to extend this forum for next year with a three-day specially-themed discussion event.

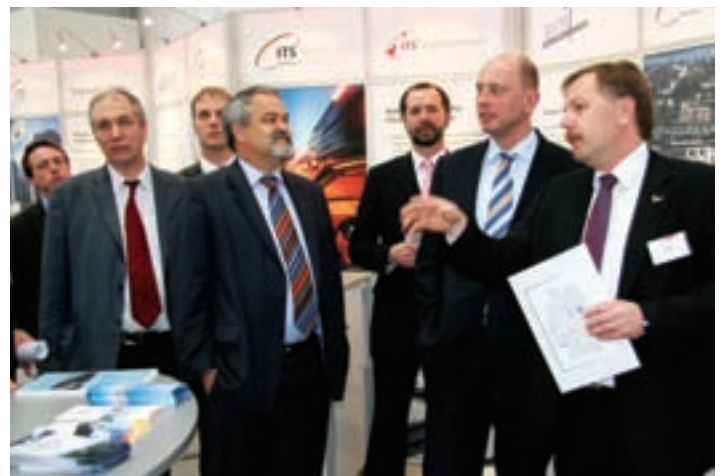
CeBIT 2009 will take place on March 3-8.



Hermann Meyer CEO ERTICO, and Gunter Zimmermeyer, member of the ERTICO board and deputy to board chair Monica Sundström discuss how intelligent transport systems can shape an intelligent transport policy.



DARPA-trophy finalist CAROLINE. There was spontaneous applause when the car parked itself without a driver or remote control.



The ITS Niedersachsen stand at CeBIT 2008

Modelling Active Traffic Management with microsimulation



Image by kind permission of Hyder Consulting

Active Traffic Management (ATM) is the collective term given to combined, congestion, incident and access management. This is implemented in S-Paramics to enable microsimulation models to operate within adaptive traffic control or ITS environments.

Traffic modellers do not require specialised programming skills to fully reflect the operation of hardware control systems, which can be linked directly to S-Paramics models to control the traffic within the microsimulation.

The S-Paramics ATM controller implements automatic congestion detection and speed control. It is used to test hard shoulder running, ramp metering and incident management in wide area networks. Direct comparisons of speed and flow in different test scenarios can be made from within the ATM controller.

To learn more about working with S-Paramics microsimulation, visit

www.paramics.co.uk

Several consultancies are now using the S-Paramics ATM controller on the UK motorway network.

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