

Report on 1st EasyWay European Conference

On Intelligent Transport Systems for the Trans-
European Road Network

Giardini Naxos, Sicily, 14-16 October 2008

Document Control

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Author	Graham Seaton
Owner	Graham Seaton
Distribution	Andrew Jones David Cowell Brian Harbord Ian Fraser Alan Raines Max Brown Martin Steward Amelia Yeodal Kathryn Robinson Abs Dumbuya (DfT) Jean Hopkin (TRL) Svenja Trettin (Faber Maunsell) Paul Wadsworth (Capita Symonds)
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Reviewer List

Name	Role
I Fraser	
P Wadsworth	

Approvals

Name	Signature	Title	Date of Issue	Version
I Fraser				

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A) Summary of Conference

A.1 The conference was attended by approximately 200 delegates and 60 technical papers were presented in the following Technical Sessions:

Europe-Wide Traveller Information Services

- Real-Time Information and Partnership Issues
- Information Strategy and Cross-Border Issues
- Traveller Information Co-Modal Services

Europe-Wide Traffic Management Services

- Cross-Border Management
- New Approaches to Traffic Management
- Road Side Measures

Freight and Logistic Services

- Freight, Logistics and Co-Modality on Trans-European Roads

Connected ICT Infrastructure

- Monitoring for Trans-European Roads
- ICT Infrastructure
- Architectures for ITS Service
- Data Exchange
- ITS Evaluation Projects

A.2 The Opening Plenary Session included welcomes from:

- Roy Brannen - Transport for Scotland and current EasyWay chair
- Senator Altero Matteoli - Italian Minister of Infrastructures and Transports
- Massimo Schintu – ASECAP and AISCAT
- Mr A Arnautis – ITHACA chair

And the following presentations:

- From MIP to EasyWay: Fotis Karamitsos – Director General for Energy and Transport, Maritime Transport and Intelligent Transport, European Commission
- Vision of New Member State: Mrs F Teodorovici - Romanian Ministry of Transports
- Vision of Old Member State: Mr F Fernandez Alonso - Spanish Ministry of Interior

A.3 The second Plenary Session comprised the following presentations on the six European Studies:

- ES1, Europe-wide Traveller Information continuity and co-modality: Mr Steve Revill – STREETWISE
- ES2, Europe-wide Traffic and Network management and co-modality: Mr Alain Reme – SERTI
- ES3, Freight and Logistic Services: Mr Paul Riley – CONNECT
- ES4, Variable Message Signs Harmonisation (Mare Nostrum): Mr Alberto Arbaiza – ARTS, SERTI, CORVETTE, CONNECT
- ES5, DATEX II: Mr Reiner Doelger – CENTRICO
- ES6, European ITS Deployment Road Map: Mr Jonas Sundberg – VIKING

A.4 The Stakeholders Session comprised stakeholder viewpoints from the following:

- GALILEO/EGNOS: Mr E Kenis – EC DG-TREN
- UNECE Transport Division: Mr E Gianotti
- EasyWay Stakeholders
 - ASECAP: Mr K Dionelis
 - CEDR: Mr Paul Van Der Kroon
- Industrial Stakeholders
 - ERTICO: Mr H Meyer
 - ERF: Mrs C Nicodeme

A.5 The Closing Session included the following presentations on the ITS Action Plan:

- Outcome of the TEN-T days (Workshop 5): Mr Edgar Tillman – Head of Unit G4, DG-TREN
- Overview of the ITS Action Plan: Mr W Maes – Head of sector ITS, Unit G4, DG-TREN
- The new TEN-T Agency: Mrs V Moutel – Project Manager, TEN-T Executive Agency

Mr Roy Brannen, EasyWay chair, closed the conference with his concluding remarks.

The EasyWay conference proceedings are available here:

<http://www.ithaca-its.eu/2008Conference/Proceedings.html>.

B) Report on Sessions Attended

B.1. Opening Session, 14 October

B.1.1 “From MIP to EasyWay”

Roy Brannen, Transport for Scotland and current EasyWay chair

The 200 Delegates present and 60 technical papers to be presented will contribute to achieving the 3 key objectives of EasyWay:

- Decrease traffic fatalities by 25% by 2020
- Decrease congestion by 25% by 2020
- Decrease CO2 emissions by 10% by 2020

B.1.2 Welcome from Italian Authorities

Senator Altero Matteoli, Italian Minister of Infrastructures and Transports

ITS can provide politicians with the tools to solve citizens’ problems.

B.1.3 Welcome of organizing partners

Mr Massimo Schintu, ASECAP(Association Europeenne des Concessionnaires d’Autoroutes et d’ouvrages a Peage), AISCAT(Associazione Italiana Societa Concessionarie Autostrade e Trafori)

ITS is not about technology for technology’s sake. It is a tool that supports the improvement of road transportation performance. There need to be better linkages with the customer.

B.1.4 Welcome of hosting region

Mr A Arnaoutis, EasyWay ITHACA Chairman (TEO, the Greek National road fund)

The objective of EasyWay is to gain knowledge accrued from all partners. The new Member States can learn from the Member States with more experience.

B.1.5 From MIP to EasyWay, (The European Commission's view of where EasyWay should be going)

Mr Fotis Karamitsos, Director General DG-TREN, Director General Directorate G (Maritime Transport, Galileo and Intelligent Transport)

A key aim is the deployment of ITS in a coordinated and harmonised way on the TERN (Trans-European Road Network).

EasyWay's current role is to bridge the gap between pilots and large scale deployment. ITS is key to realising targets for the greening of transport, urban mobility and road safety.

The MIP (Multi-annual Indicative Programme) ran from 2000 to 2006 and comprised 7 geographical clusters. From 2007 onwards EasyWay is a single project supported by 21 Member States. This will provide the benefits of seamless transport services across Europe.

The ITS Action Plan is to be adopted by the European Parliament in the next two weeks. EasyWay has a pivotal role in the delivery of this plan. The risk of not achieving this is that ITS is deployed in a fragmented and uncoordinated way.

In order to deliver this we must engage more widely with the private sector.

B.1.7 Vision of 'new' Member State

Mrs F Teodorovici, Ministry of Transports, Romania

ITS is an important instrument in bringing transport provision in Romania up to European standards in the following areas:

- Traffic monitoring and speed enforcement
- Traffic control and communication systems
- Road status and traffic information systems
- Metropolitan traffic control and public transport management

The national road ITS architecture is aligned with FRAME.

B.1.8 Vision of 'old' Member State

Mr F Fernandez Alonso, Ministry of Interior, Spain

There have been 20 years of progress in ITS.

The 2000-2006 MIP was the starting point for deploying ITS in a coordinated way.

The Mare Nostrum project is a step towards European harmonised VMS content. There are 20 million drivers each year in Spain looking at VMS messages in English, French and German.

Average speeds in Spain have dropped from 2005 to 2007 by 3km/h. This reduction in speeding has resulted in less accidents, less emissions and less fuel consumed. There are 6 deaths less each day since 2003.

B.2. Technical Sessions, 15 October

B.2.1 Cross Border Management (CBM)

B.2.1.1 Moderator, Mr R Schult, Innenministerium Baden-Wurtemberg, Germany

We now have Member States working together rather than Euro-regions.

B.2.1.2 Dynamic Lane on the A22 and ITS management with new technologies and VMS

Miss De Biasi, Autostrada del Brennero SpA, Italy

The A22 in Italy is part of the Berlin to Palermo corridor. In Italy (like the UK) a large proportion of freight is transported on roads. Light vehicle traffic is increasing at a far greater rate than road capacity.

This section of the Brenner motorway (between Trento and Rovereto) experiences flows of about 40,000 vehicles per day whilst capacity is about 3,400 vehicles per hour and congestion is experienced nearly every day. Dynamic use of the emergency lane (hardshoulder) will increase capacity to 4,200 vehicles per hour.

An algorithm has been developed to calculate flows through sections of the motorway. A flow limit is defined at 2,800 vehicles per hour and flow forecasting is used to predict when the threshold will be crossed and the emergency lane will need to be opened.

(Note: This approach was tried in Germany but apparently failed)

The dynamic lane was widened from 2.5m to 3.5m. This was achieved within the existing highway by narrowing the central reserve.

The emergency lane will be checked by CCTV cameras on gantries, overhead sensors and the police prior to opening.

Variable message signs are used to indicate the number of lanes open, the speed limits and the transition (opening and closing) messages. Italian and German is used on the variable message signs and English is going to be used.

The system is not running yet due to a problem with the electricity supply.

B.2.1.3 Cross Border Traffic Management (CBM) Evaluation in Germany, Belgium and the Netherlands

Mrs Marjolein Masclee, Department for Traffic Management and Information, Netherlands

There are currently three operational CBM projects on three corridors:

Eindhoven – Cologne, since 1998
Rotterdam – Antwerp, since 1999
Arnhem – Oberhausen, since 2004

The objective of the project is to define:

- the status quo
- identify possible improvements
- define a toolkit for the extension of CBM

The project started in May 2008 and will finish in December. Problems have been encountered with the data collection. A traffic operators workshop was arranged.

It was found that different traffic centres use different criteria for activating a CBM plan. It was concluded that general guidelines are needed.

A lot of communication between traffic centres is by telephone and fax. Operators prefer to talk to each other and the internet and email are not favoured. It is important that personnel from the different traffic centres meet each other.

Language is not a problem. German and English are spoken.

Arrangements between the three countries on how to divert traffic are done by a memorandum of understanding.

B.2.1.4 Long Distance Corridor Network Management – Evaluation Results

Mr M Dinter, Albert Speer and Partner, Germany

The project started in 2005 and involves the VIKING, SERTI, CENTRICO and CORVETTE. It involves the evaluation of traffic management strategies in three pilot corridors in the north, west and south of Germany. Field trials involved gathering quantitative and qualitative data.

VMS and broadcast services are used to inform travellers of diversions.

It was found that up to 24% of drivers re-routed in response to diversion information. This is based on loop data and does not differentiate between cars and trucks.

This yields benefits in terms of driving time, operational costs and climate change.

B.2.1.5 Cross Border Traffic Management in the Atlantic Corridor (between France and Spain – Basque area)

Mr Francisco Soriano, DGT, Spain

Cross border traffic management involves three control centres.

The main problems are summer migrations and long distance travel from north Africa (tiredness and overloading).

HGVs make up 24 to 33% of traffic and there are low HGV parking capacities. There are also occasional problems with snow.

Different levels of service have been defined on the various parts of the network. Cross-border coordination and information exchange has been agreed using fax, email and DATEX II. Cross-border traffic management plans are used. There is no memorandum of understanding at national level. Everything is agreed locally.

B.2.1.6 PROMET, PROject for the Management of European Traffic, on the cross-border link between Italy and Slovenia

Mr Ulrich Zorin, DARS, Republic of Slovenia

Project goals are:

- reduce congestion
- improve safety
- improve cross-border network efficiency

Doing this by exchanging data using DATEX II to improve interoperability and travel information.

Contact: www.project-promet.eu

B.2.2 New Approaches in Traffic Management

B.2.2.1 Traffic management and safety enhancements: the point of view of the road user

Mr F Mazzone, Automobile Club D'Italia

80% of drivers drive less than 55km per day
44% of drivers drive mostly on urban roads
22% of drivers drive mostly on rural roads
13% of drivers drive mostly on motorways
22% of drivers drive on a mixture of roads

What do users want from traffic management?

- Intelligent information
 - Real time/location based
 - Multimodal/integrated
 - Predictive (based on forecasts)
- Road safety services (eg local danger warnings)
- Multi-network information (not dependent on one operator)

Traffic management is helping road safety:

- Directly
 - Dynamic traffic management
 - Local danger warnings (eg roadworks)
 - Helping rescue/emergency services
- Secondary
 - Helping drivers drive safely without stress due to lack of information or wrong information (eg routing)

Traffic management initiatives need to be evaluated to quantify their benefits.

It is important that the information interface with the driver avoids being distracting. Interfaces comprise:

- In-vehicle units
- Nomadic devices
- Variable message signs

The solution is to provide good integration between VMS and in-vehicle and nomadic devices so that drivers don't get conflicting information.

B.2.2.2 Traffic Management 2010 – Dusseldorf in Motion

Mr Rene Usath, MBV NRW, Germany

Dusseldorf has a traffic load of 2.5 to 2.8 million trips per working day. There are 400,000 incoming commuters with a modal split of 25% to 57% using public transport. Dusseldorf is surrounded by four motorways.

When there is an incident, traffic is diverted using VMS and traffic lights are re-phased to respond to the changed traffic pattern. The management of traffic can only work with equality between the city and motorway operator.

The level of compliance outside peak hours is 11.5% to 22.5%. During peak hours balanced conditions exist between the main and alternative routes.

Contact: rene.usath@mbv.nrw.de

B.2.2.3 Filemijden – Avoiding congestion

Mr F Zijderhand, Ars Traffic & Transport Technologies, Netherlands

The Dutch Ministry of Transport has adopted a new approach to traffic management which is the inverse of road charging. The Government pays people not to drive at peak times and therefore reduces congestion with rewards.

The scheme is voluntary and participants can earn up to €1,550 per year.

The effects on behaviour were surprisingly high. Peak hour trips were reduced by 40 to 50%.

Because it is a voluntary system that gives rewards for modifying behaviour it has the advantage of legal simplicity and good user acceptance.

ANPR cameras are used to identify and select participants and measure rewards. The results have been independently proven by universities.

This approach was applied when major road works were undertaken on a bridge. 2,700 participants were recruited which resulted in a reduction of about 500 to 800 vehicles in peak hours. The reduction on average is 40% of peak flows and the effect remains constant. The benefits are achieved by people driving earlier to avoid the peak hour, using public transport (patronage doubled) or using alternative routes.

This congestion avoidance approach can be applied in the following ways:

- Incidental (eg roadworks)
- Structural (employers reward employees)
- Part of road user charging (on a combined reward and penalty basis)

Issues with the approach include:

- Difficult to justify to those that use alternative modes anyway but don't get rewarded
- Need to choose hours of operation carefully to make sure there is spare capacity outside the peak hours to accommodate those that adjust their travel times
- Need to make sure public transport has sufficient spare capacity
- Government can't keep paying the rewards. Need to shift the burden of payment to employers

Contact: www.filemijden.nl

B.2.2.4 Quality Management and incident Management in TCC's

Mr J Neugebauer, INTRASYS, Germany

The objective is to make Traffic Control Centre information of the highest possible quality. This involves the introduction of a quality management system which establishes the customer requirements and defines quality as the fulfilment of these requirements.

B.2.3 Road Side Measures

B.2.3.1 ANAS Experimental Activities on the TERN

Mr Roberto Mastrangelo, ANAS, Italy

Different management systems are applied to monitoring, maintenance and incidents depending on the definition of the road type.

Traffic control centres work together and are coordinated by the national traffic control centre. The location of maintenance fleet vehicles is tracked and on-board cameras provide information to traffic control centres.

B.2.3.2 Dynamic Traffic Management in the Rhone Valley: variable speed limits and ban on trucks overtaking

Mr M Lisbonis, ASF, France

The A7 is a 3 lane motorway carrying an average daily total of 75,000 vehicles per day with a peak of 170,000 vehicles per day.

Variable speed limits of 110, 90, and 70km/h have been operational over 300km since 2004. Speed limits are varied every 10km. The limits are mandatory and a customer information strategy has been applied.

This has resulted in:

- 25% decrease in incidents
- 90% compliance with the 110km/h limit
- 85% customer satisfaction
- 30% drop in congestion

An experimental dynamic ban on slow vehicles (trucks and caravans) overtaking on long inclines (two sites 7km and 24km long) was implemented in 2007 in order to improve capacity and safety.

96% of truck drivers said the signing made them aware of the ban. There was a high compliance rate with 50% of middle lane trucks moving to the inside lane. There was also a 7% drop in CO₂, a 33% decrease in accidents and a 9% increase in the average speed of traffic. No incidents have been attributed to the measure.

Contact: matthieu.lisbonis@asf.fr

B.2.3.3 The M42 Active Traffic Management (ATM) System and its impact on Network Performance

Mr Graham Seaton, Highways Agency, England

On 12 September 2006, a 17km stretch of the M42 became the first motorway in the UK to dynamically use the hardshoulder as a normal running lane during congested periods.

The dual 3 lane motorway carries a combined flow of approximately 134,000 vehicles per day. There were well defined morning and afternoon peak flows, higher than average accident rates and congestion caused by merging and weaving due to the high flows, frequent junctions and staging of events at the National Exhibition Centre.

The key features of ATM are:

- Light weight gantries carrying mandatory speed limit signals with enforcement cameras using radar technology and variable message signs
- Hardshoulder used as a running lane
- Emergency refuge areas
- Induction loop sensors

Traffic was monitored before and after the installation of ATM. The data was filtered to remove anything atypical (such as incidents, roadworks and data errors) and allow like for like comparison of data sets.

Data was collected for normal 3 lane motorway operation, 3 lane controlled motorway operation and hardshoulder running.

The impact on traffic after 12 months of monitoring and evaluation of the dynamic 50mph hardshoulder running are as follows:

- Journey time reliability during weekdays reduced on average by 32%
- Capacity increased by an average of 9%
- Average journey time improved by up to 24% in worst PM peak
- Shortened flow recovery time after an incident

The concept of hardshoulder running has been proven to work, it improves journey time reliability and increases motorway capacity. It also combines proven equipment, infrastructure and procedures.

Data collection at the site is ongoing in order to evaluate further operational regimes such as 60mph hardshoulder running and ramp metering.

Contact: max.brown@highways.gsi.gov.uk

B.2.3.4 Developing an Inter-agency ANPR Solution - Experience from Scotland

Mr Jonathan Moran, Transport for Scotland

Transport for Scotland, together with the Police and Vehicle Operators and Services Agency (VOSA) are investigating the feasibility of a Scottish ANPR system for journey time measurement, network management, enforcement and weigh in motion purposes.

Possible systems must meet technical, institutional, regulatory and legislative requirements, including data protection.

The recommended option includes the encryption of number plate information and a split data feed which separates the different elements of data that the three organisations require.

Contact: Jonathan.moran@transportscotland.gsi.gov.uk

B.2.3.5 ASFINAG's steps towards Traffic Management

Mr Markus Meissner, ASFINAG, Austria

The evaluation of traffic management plans (TMPs) is being used to develop an online decision support tool.

Three levels of TMP have been identified:

- Cross border
- National rerouting using strategic network
- Local rerouting using provincial highways

Significant macro-economic benefits have been identified.

Paper TMPs are being used for various traffic situations as an interim measure pending the development of the online tool. These will be validated using a macro traffic simulation tool.

Contact: markus.meissner@asfinag.at

B.3. Second Plenary Session, European Studies perspective, 15 October

B.3.1 ES6, European ITS Deployment Road Map

Mr Jonas Sundberg, VIKING

The roadmap will provide a vision and basic plan for ITS deployment in Europe and will provide the foundation on which work planning within EasyWay is based in future years.

It comprises:

- a view of 'what we will do' which has been developed by the consensus of the member states
- advice on 'how we will do it' – the deployment guidelines.

The four deliverables of the study are:

D1, a wide ranging search (beyond EasyWay) for candidate ITS services (completed April 2008)

D2, proposed core European services and actions (completed October 2008)

D3, deployment guidelines and terms of reference (complete by March 2009)

Three kinds of actions have been identified in the roadmap which will form the basis for EasyWay work planning for 2010 – 2013:

- 9 Core European ITS Services
- 6 Supporting Actions
- 7 Topics for viability studies

Version 0.9 of the roadmap was endorsed on 13 October and the final version will be endorsed by the end of November and be published on the EasyWay website: www.easyway-its.eu

B.3.2 ES4, Variable Message Signs Harmonisation (Mare Nostrum)

Mr Alberto Arbaixa, ARTS, SERTI, CONNECT, CORVETTE

Variable message signs (VMS) allow a range of real time temporary messages to be provided to drivers that is not possible with static signs. There are 27 European countries, with more than 20 official languages and 500 million people of which 200 million are drivers.

Therefore the messages displayed on VMS should be international, supra-linguistic and harmonised.

The approach to harmonisation follows three steps:

- Creation of the Working Book which forms the basic appraisal of the barriers to harmonisation and contains information on the different partner's views on the priority of road/traffic events and the messages displayed
- 4 step Method to solve the problems identified in the Working Book
- ES-4 Guidelines which propose harmonised VMS displays for use in Europe for specific road/traffic situations

The ES-4 Guidelines have recently been published and are available on the ES4 website: es4.uv.es

B.3.3 ES2, Europe-wide Traffic and Network management and co-modality

Mr Alain Reme, SERTI

Objectives:

- Create a common view of European network performance identifying key bottlenecks and accident black spots that require collaborative action
- Define a core set of traffic management services and deployment recommendations
- Propose service performance levels
- Provide a Europe-wide plan for deployment of traffic and network management measures
- Identify the need for regulations, directives and legislation
- Initiate coordinated pilot projects

The following outcomes are expected by end of 2009:

- Set up European Working Groups to develop deployment guidelines
- Develop framework for planning and developing cross-border network management
- Define a set of core traffic management services (October 2008) and deployment guidelines (May 2009)

An ES2 meeting is being held in Paris on 03 November and Member State participation is expected.

Contact: alain.reme@developpement-durable.gouv.fr

B.3.4 ES5, DATEX II

Mr Reiner Doelger, CENTRICO

Study objectives:

- Carry out pilots using DATEX II specifications
- Provide support to stakeholders implementing DATEX II
- Maintain the DATEX II specification and manage its extension to all organisations that decide to use it
- Provide inputs to the standardisation process

The following outcomes are expected by end of 2009:

- Connection between Spain & Portugal and between Spain & France
- DATEX II implemented at TMCs in Finland and Italy

Website: www.datex2.eu

B.3.5 ES3, Freight and Logistics Services

Mr Paul Riley, CONNECT

Study objectives:

- Develop a Europe-wide understanding of freight transport information needs
- Define a set of core information and management services for goods transport with deployment recommendations
- Develop deployment guidelines
- Identify the need for regulations, directives and legislation
- Initiate and stimulate the development of pilot schemes

Anticipated action areas:

- Truck parking information and management
- Standardised remote freight tracking
- Integrated (European) long-distance freight general information services
- Abnormal and hazardous transport tracking and management
- Enhanced access to multi-modal hubs
- Data collection for planning and management of freight flows at European level

The following outcomes are expected by the end of 2009:

- Stakeholder consultation (winter 2008)

- Initiation of selected European study activities
- Initial reports on initiated selected European study activities
- Definition of a set of core information and management services for goods transport (October 2008) and deployment guidelines (May 2009)

Start meeting being held in Paris on 06 November.

B.3.6 ES1, Europe-wide Traveller Information continuity and co-modality

Study objectives:

- Develop a common understanding of traveller information needs in a European context
- Support and guide implementation of core traveller information services
- Develop coordinated deployment guidelines for identified services
- Identify the need for regulations, directives and legislation
- Initiate coordinated pilot projects
- Understand users' traveller information needs
- Clarify roles of private and public sectors in building and providing traveller information services
- Identify minimum levels of service for traveller information

The following outcomes are expected by the end of 2009:

- Definition of a core set of traveller information services (October 2008) and deployment guidelines (May 2009)
- Operational start of an ETTIN (European Traffic and Traveller Information Number) demonstrator by the end of 2008
- Issue ETTIN Project Initiation Document (Sept 2008)

Start meeting being held in London on 31 October.

Contacts: peter.cullen@transportscotland.gsi.gov.uk
steven.revill@fabermaunsell.com
www.ettin.eu

B.3.7 European Studies, Conclusion

The European Studies require the participation of the EasyWay partners.

There is a need to focus on developing core services.

B.4. Stakeholder Sessions, 16 October

B.4.1 Galileo and EGNOS

Mr Eric Kenis, DG-TREN

The decision has now been made to publicly fund Galileo.

The current status is that two satellites have been launched. In orbit validation with 4 satellites will take place in 2010, and full operational capacity with 30 satellites will be achieved in 2013.

Standard performance will provide a location accuracy of 1m. In specific conditions an accuracy of 10cm will be possible.

Services that will be provided are:

- Open Access
- Commercial
- Safety of Life
- Public Regulated
- Search and Rescue

Other satellite constellations are:

- GPS III (USA)
- GLONASS (Russia)
- Beidou (China)
- GAGAN (India)

EGNOS (European Geostationary Navigation Overlay Service) is a satellite navigation system based on existing satellites (GPS and GLONASS) that provides location accuracy of 1 to 5m. It is a precursor to Galileo.

B.4.2 UNECE (United Nations Economic Commission for Europe) Transport Division

Mr E Gianotti

UNECE is the pre-eminent body for international vehicle regulations (type approval etc), providing a world forum for the harmonisation of vehicle regulations.

As ITS are increasingly being incorporated into the construction of vehicles these systems must be included in worldwide vehicle regulations. This can be achieved through UNECE.

B.4.3 EasyWay Stakeholders

B.4.3.1 ASECAP (Association Europeenne des Concessionnaires d'Autoroutes et d'ouvrages a Peage)

Mr Kallistratos Dionelis

EasyWay is moving from a regional to a Pan-European approach.

At the regional level we know the ITS priorities. We now need to establish the European priorities as we move towards the provision of a harmonised motorway product characterised by high quality and fair pricing.

B.4.3.2 CEDR (Conference of European Directors of Roads)

Mr Paul Van der Kroon

Road administrations have evolved from building and maintaining road networks to also operating them. ITS development and implementation is key to the future management of these road networks. An integrated approach to the major road network is needed with a focus on common seamless European services.

The EasyWay project can provide the foundations for future ITS deployment. This needs to be done within the framework of a European ITS Road Map rather than a collection of individual projects. The gap between ITS research and development and deployment needs to be closed.

B.4.4 Industrial Stakeholders

B.4.4.1 ERTICO

Mr Hermann Meyer (Chief Executive Officer)

ERTICO is a public/private multi-sector organisation with 106 partners from:

- Industry
- Infrastructure operators
- Public authorities
- Users
- And others

The vision of ERTICO is an intelligent mobility system with zero accidents, zero delays and fully informed users. Where vehicles, drivers, goods and infrastructure are interlinked and coordinated.

ITS reduce congestion and accidents while making making transport networks more secure and reducing their impact on the environment.

Rapid Europe-wide deployment of ITS can help achieve this vision.

The process from idea to deployment follows four stages:

- 1) New Ideas for systems and services
- 2) Advanced systems and services
- 3) Mature systems and services
- 4) Early adoption

There is a need for an EU legislative framework to facilitate the development of ITS solutions and their fast and effective deployment.

EasyWay, through its research and deployment activities is key to this process.

B.4.4.2 ERF (European Union Road Federation)

Mrs C Nicodeme

ITS contributes to:

- Safer roads
- More efficient use and operation of infrastructure
- Better transport for people and freight
- Fairer financing
- Reduced environmental impact

ITS is constrained by:

- Lack of understanding and visibility
- Benefits insufficiently known
- Costs of implementation, operation and maintenance of systems
- Standardisation and rules
- Lack of information and knowledge
- Lack of integration in transport policies

What needs to be done:

- Raise the profile of ITS at all levels
- Advocate the role ITS in reaching transport policy objectives
- Develop deployment policies
- Support the development of financing models
- Convey the essential message of benefits of ITS

B.4.5 Discussion

Private sector data holders need incentives to make their data available. Public organisations should make data freely available. The quality of data needs to be defined.

EasyWay faces these challenges:

- Don't re-invent the wheel
- Work effectively by involving industry at an early stage
- Need to understand the business model

EasyWay cannot be detached from the rest of the world.

Europe requires a robust cost/benefit analysis to match what is done in the USA.

EasyWay needs to be more approachable and accessible.

Cooperation between public and private sector requires mutual knowledge and acceptance of each other's objectives.

B.5. Closing Session, ITS Action Plan, 15 October

B.5.1 Outcome of the TEN-T days (Workshop 5)

Mr Edgar Tillman – Head of Unit G4, DG-TREN (by video conference)

Conclusions: (see below)

An EU ITS strategy is needed

- Intelligent Transport Systems are maturing and are an integral part of the total transport system. ITS is not only about technology. An “intelligent”, integrated approach to TEN-T operations that will make best use of available capacity is urgently needed for both passengers and freight.
- Until now a recognisable ITS strategy for Europe has been missing. More attention should be given to using ITS to achieve EU transport policy goals and for making best use of existing infrastructure, across all transport modes. A concerted investment in ITS services and systems can deliver important results against European safety targets, congestion management goals and environmental concerns.
- ITS deployment is currently advancing nationally, regionally and locally, but on a piecemeal basis. The European dimension is not well established, despite the potential. Nor is there much attention to interoperability between modes. TEN-T offers the means to change this.
- The “Easyway” consortium, which includes 22 Member States, shows what can be done, based on results from earlier Euro-regional projects concerning traffic management on the Trans-European Road Network. Easyway is a good start, but more is needed to pave the way for cooperative systems that have a European reach. (Easyway is having its conference in Sicily coinciding with these TEN-T days.)

Priorities

- Priority at the European level is a coherent legal framework for ITS covering, *inter alia*, data ownership, privacy issues, public liability and public obligations. This has to be coupled with operational arrangements, business models and an institutional framework that can deliver the full spectrum of ITS systems and services. In amongst this is the need for partnerships and cooperative working between the public and private sectors. These non-technical aspects of ITS will demand attention in any revised TEN-T mandate.

Inter-operability with flexibility

- The EU framework for ITS must reach across borders and achieve inter-operability between national, regional and local roads authorities and private concession-holders.
- A “one size fits all” approach will not succeed. It is necessary to build institutional and operational capability for ITS as well attend to the technical requirements. This will require consultations with all the major stakeholders, public and private. Circumstances across the TEN-T vary dramatically, in terms of user needs, traffic characteristics, travel demands, the level of development of transport infrastructure and the extent to which a supporting “info-structure” of data systems and communications is in place. A European Framework will need flexibility to cope with this, not least to harness the full potential Galileo.

B.5.2 Overview of the ITS Action Plan

Mr Willy Maes – Head of sector ITS, Unit G4, DG-TREN

The European Commission's ITS Action Plan is currently being consulted on before adoption. It is anticipated it will be ready by the beginning of December.

Two new bodies to be set up:

- European ITS Committee (EIC)
- European ITS Forum

Six action areas are described:

- Optimised use of road data and traffic data
- European Road Traffic Management
- Road safety and security
- Integration of vehicle into the ITS system
- Data security, protection of individual's data and liability
- European ITS concertation and coordination

B.5.3 The new TEN-T EA (Trans-European Transport Networks Executive Agency)

Mrs V Moutel – Project Manager, TEN-T Executive Agency

The TEN-T EA was set up in 2006, is based in Brussels and is responsible for:

- ensuring the technical and financial management of projects and events co-financed under the trans-European transport networks' budget
- collecting, analysing and transmitting to the Commission all information required for the implementation of the trans-European transport network, as well as assisting the Commission with TEN-T network programming
- providing technical support to project promoters and the financial institutions responsible for managing the loan guarantee instrument for the TEN-T projects
- providing any technical and administrative support requested by the Commission.

Its parent, DG-TREN, (Directorate-General Energy and Transport) will continue to address all policy-making and institutional tasks related to the TEN-T.

C) Technical Sessions not attended, 15 October

C.1 Europe-Wide Traveller Information Services

C.1.1 Real-Time Information and Partnership Issues

Responding to changes in the traffic information market: a road map for highway operators?

Mr J Ferre, Groupe Sanef, France

Traveller Information Services – towards the connected traveller

Mr M Harrer, ASFINAG, Austria

Test Platform for Traffic and Travel Information Services in Romania

Mr D Dumitrescu, Electronic Solutions, Romania

Creation of real-time traffic information services in Finland
Mr K Ylisiurunen, Infotripla, Finland

Public-private cooperation on testing and improving the Traffic Management Centres service in Denmark
Mr J Hegner, Danish Road Directorate, Denmark

C.1.2 Information Strategy and Cross-Border Issues

Traffic Scotland – Innovative approach for information delivery
Mr D Kamnitzer, IBI Group, UK

Guidelines, working book and last empirical steps in Mare Nostrum
Mr A Lucas, DGT-UEVG, Spain

Cross border traveller information services
Mr R Tegenbos, TRITEL NV, Belgium

European Traffic and Traveller Information Number (ETTIN)
Mr P A Perez Losa, IR-LISITT(UEVG), Spain
Mr A Serrano Mateo, DGT, Spain
Mr F Zijderhand, Ars Traffic & Transport Technologies, Netherlands

Own language information system
Mr S Revill, Faber Maunsell, UK

C.1.3 Traveller Information Co-Modal Services

Information services for freight transport and possible links for motorways of the sea
Mr A Javicoli, SINA, Italy
Mr M Losa, University of Pisa, Italy

Status of cooperative services and the way ahead
Mr M Jandrisits, ASFINAG, Austria

Future perspectives of the Ferry Data Pool
Mr U Just, Building, Environment, Transport and Europe in Bremen, Germany
Mr S kropel, GVS Gesellschaft fur Verkehrsberatung and Systemplanung, Germany

Connecting European Traveller and Traffic Information to existing Internet Services
Mr K Schafer-Breede, Buro fur Verkehrsokologie, Germany

Usage of Web Map Services for traffic information portals
Mr R Dolger, Ministry fur Wirtschaft, Germany

C.2 Freight and Logistic Services

C.2.1 Freight, Logistics and Co-Modality on Trans-European Roads

Infomobility and traveller information services for freight and logistics on international corridors of Trans-European Road Network

Mr G Centrone, Autovie Venete, Italy
Mr E Ferrante, Autovie Venete, Italy

Italian experiences in the management of dangerous goods
Mr L Studer, Laboratory for Mobility and Transport of the Politecnico di Milano, Italy

Improving freight services on the ASF network
Mr J-P Pascouau, ASF, France

Integrated approach for handling heavy goods vehicle parking on German motorways
Mr G Schuster, LMB Road Authority Rheinland-Pfalz, Germany

Truck parking: overview on Intelligent Transport Systems and Services solutions for real-time information and guidance
Mr M Droste, Droste-Consult, Germany
Mr J Oppel, Droste-Consult, Germany

C.3 Connected ICT Infrastructure

C.3.1 Monitoring for Trans-European Roads

Data quality and Intelligent Transport Systems and Services benefits
Mr T Scheider, Austriatech, Austria

Technologies integration for advanced traffic monitoring systems
Mrs A Di Silvestro, Autostrade per l'Italia, Italy

Test site for traffic detectors, setup and results
Mr A Egemalm, Danish Roads Directorate, Denmark

The use of secure WIFI for road data transport
Mr A Hedhli, CETE of South-West, Ministry of Ecology in charge of Transport, France

Experience gained and results achieved from a cellular based road traffic monitoring system in Scania, Sweden
Mr S Sima, Swedish Road Administration, Sweden

C.3.2 ICT Infrastructure

Summary of CONNECT activities 2004-2008 in the field of Road Monitoring Infrastructure
Mr M Nemeč, Austriatech, Austria

Advanced ICT for the operation of A21 motorway
Mr M Gruppi, Autostrade Centropadene, Italy

ICT infrastructure in Romania and Ithaca; connections with EasyWay
Mr F C Nemtanu, ITS Romania, Romania

Modernisation of SATAP motorways and technologies for safety
Mr A Rossini, SATAP, Italy

Intelligent Transport Systems and Services strategy in Hungary – Intelligent Transport Systems and Services for the motorway network

Mr A Lindenbach, State Motorway Management Co, Hungary

Mr T Tomaschek, ITS Hungary Association, Hungary

C.3.3 Architectures for ITS Service

Traffic Management on a Trans-European corridor: the Autostrada del Fiori approach

Mr P Contegno, SINELEC, Italy

Intelligent Transport Systems and Services in Cyprus: unique features and challenges in developing a complete and suitable Intelligent Transport Systems framework for a small island European Union Member State

Mr Y Salmatzidis, Ministry of Communications and Works, Cyprus

Reinvigorating Road User Charging Policy and Setting a vision for wider use of technology to benefit the public - a UK perspective

Mr P Wadsworth, Capita Symonds, UK

TRIBOX: combining 3 technologies for European Electronic Toll Collection interoperability

Mrs A Journe, Sanef, France

C.3.3.1 Impact of an Intelligent Transport Systems and Services Metadata Registry

Mr I Cornwell, Mott MacDonald, UK

The metadata registry service for Intelligent Transport Systems in the UK has been run by the Highways Agency as a pilot project since 2005. It is both a repository for data definitions and a process for registering, improving and harmonising data definitions. The registry can be used to lodge new data definitions or searched for existing definitions which can be reused. The basic registry service is augmented with a 'core components analysis' which produces an ITS ontology from the submitted models and feedback on how the definitions can be improved.

The benefits of the registry are:

- Improvements to the quality of data definitions which improves the design of new models
- Increased re-use of data definitions leading to greater integration
- Provision of expertise to assist data modelling projects and provides answers to questions about data
- A repository for DATEX II extensions
- Provides a focus for convergence of system interfaces and data standards
- Assists the provision of business intelligence
- Supports comparisons between urban and inter-urban standards and the creation of translators
- Provides a platform for making recommendations on data standards

Contacts: ian.cornwell@mottmac.com
alan.raines@highways.gsi.gov.uk
<http://www.itsregistry.org.uk>

C.3.4 Data Exchange

DATEX II as a backbone for cooperation in traffic management and traffic information

Mr R Dolger, Ministry fur Wirtschaft, Germany

PUSH-PULL: proposal for DATEX II

Mr J-P Mechin, CETE of South-West, Ministry of Ecology in charge of Transport, France

New Solutions for traffic information exchange

Mr B Eklund, Logica, Sweden

Improved availability of real-time information on the Trans European Road Network via DATEX II services

Mr J Kaltwasser, Heusch Boesefeldt, Germany

MeteoTrans; feasibility study for the exchange of road weather data in the European context

Mr M Dinter, AS&P, Germany

C.3.5 ITS Evaluation Projects

EasyWay: improving the European road system. Evaluation Expert Group proposals

Mr I Davies, Roads Network Management Division, Department for the Economy & Transport, Welsh Assembly Government, UK

Evaluation of the taxi fleet based Floating Vehicle Data in Helsinki region

Mr R Kulmala, VTT, Finland

EasyWay VIKING Evaluation Group – History and future

Mrs L Dorge, Genua Consult, Denmark

Evaluation of GPS solutions for operating resources and activities

Mrs A Journe, Sanef, France

Evaluation of new ramp metering and variable speed limit algorithms on the Cyprus Highway Network

Mr M Lestas, University of Cyprus, Cyprus