



Network of National ITS Associations Meeting

Date: 5 November 2014

Location: Communauté Urbaine de Bordeaux

Time: 14.00 -18.00

Participants

Mike Sena, Allianz Telematics
Marion Apaire, ATEC ITS France
Jean Bergounioux, ATEC ITS France
Pierre Lereboullet, ATEC ITS France
Hermann Meyer, ERTICO - ITS Europe
Didier Gorteman, ERTICO - ITS Europe
Anna Limbrey, ERTICO - ITS Europe
Sascha Westermann, Hamburg Port Authority
Peter Van der Perre, ITS Belgium
Rumen Mihaylov, ITS Bulgaria
Svend Tøfting, ITS Denmark
Jonna Pöllänen, ITS Finland (dinner only)
Christos Gioldasis, ITS Hellas
David O'Keefe, ITS Ireland (dinner only)
Arunas Mazuna, ITS Lithuania
Marije de Vreeze, ITS Netherlands
Norbert Handke, ITS Network Germany
Luc Ampleman, ITS Polska
Florin Nemtanu, ITS Romania
Roman Srp, ITS&S
Fernando Zubillaga, MLC-ITS Euskadi
André Reix, Topos Acquitaine

Apologies

Martin Russ, ITS Austria
Agnes Lindenbach, ITS Hungary
Robert Rijavec, S-ITS Slovenia
Miguel Borregón Nofuentes, ITS Spain
Christer Karlsson, ITS Sweden
Jennie Martin ITS(UK)
Olga Landolfi, TTS Italia

All presentations can be found at the following link:

https://drive.google.com/?authuser=0#folders/OBw_yzxGSBYuCazNWSUNHMLFON00

Minutes of the meeting

1. Welcome from Network Chairman

The Chairman opened the meeting, welcoming all participants and thanking ATEC ITS France for hosting the meeting. Mr Lereboullet commented that they were pleased to have the opportunity to host the meeting as a precursor to the next World Congress. He introduced Mr Bergounioux as the new General Delegate of ITS France. There followed a round table introduction.

The Agenda was approved.

2. Approval of the minutes of the last meeting, 17 March 2014

There were no comments to the minutes and all action points had either been done or were on the agenda to be discussed. The minutes were approved.

3. Automated Driving from the perspective of Connekt - ITS Netherlands

Ms de Vreeze gave a presentation on automated driving (self-driving cars) and the current status of activities in the Netherlands. She outlined the Dutch ambition from the Ministry's point of view and what is necessary to make it happen including adjustment to laws, large-scale practical tests, stimulating and developing knowledge and positioning the Netherlands internationally, explaining the actions necessary within each area. She highlighted the short-term focus for ITS Netherlands and requested cooperation with other ITS National Associations in the context of developing self-driving cars. A question was raised as to milestones for development. Ms de Vreeze responded that the aim is to have legislation and large scale testing by 2016. The question of financing was raised, to which Ms de Vreeze replied that it will be privately financed with the Ministry working to motivate the private sector to do the necessary work for testing. Mr Mihaylov commented that in Bulgaria, there is expertise in electric vehicles and IT but no public sector vision or cooperation. Mr Meyer commented on the current confusion regarding wording as a number of terms are already being used for this topic. Ms de Vreeze agreed, stating that this is currently under discussion. In addition, Mr Meyer mentioned that the level of automation varies and it is important to acknowledge the existence of a roadmap for automation. International cooperation should also be considered. Mr Sena added that there is a group at Princeton on autonomous vehicles who would be very interested in learning more about the Dutch vision and he suggested putting them in touch with Ms de Vreeze. Ms de Vreeze also reiterated her request for cooperation with other ITS National Associations, especially in the context of security issues related to automated driving. The Chairman proposed she send her request to the coordinator to circulate.

4. European Service Platform

Mr Sena gave a presentation on the proposal to launch a European Marketplace Platform which would provide one common mobility services ecosystem to strengthen innovation, expand customer choice and lower costs. He briefly presented the idea behind the Platform along with the key concepts and the problem it would help to tackle. He then explained the opportunity arising from such a Platform and the key success factors including the potential business leverage. He described the win-win-win for consumers, the OEM industry and suppliers and finally explained why the opportune time to launch such a Platform is now. The MOBiNET project was mentioned as they are also working on such issues and the necessity to build on such experience was highlighted. It was suggested that this issue could be compared to computers and networking and that the next step would be to have computers onboard to

communicate with each other. Mr Sena explained that every single car platform is unique and that no standards exist within the car industry and they are not interested. The Chairman commented on the similarity to smartphones and onboard units where they could share apps and have their own marketplace. The question is whether car manufacturers will have their own markets or come together to have a shared market. Mr Sena responded that the dream in Europe is that they should work together to have a single marketplace. It was put forward that there are two different issues involved - security/safety information where it is essential that cars communicate with each other and information where smartphones already dominate. There is a need to have intermodal information which can be used in any car. Mr Sena agreed with this last statement. Mr Meyer thanked Mr Sena for his presentation, adding that the aim is for the Platform to be owned by the community.

5. Special Interest Session: 'Port and hinterland traffic'

Mr Westermann gave a presentation on current activities within the Hamburg Port Authority on tackling port and hinterland traffic. He firstly introduced the Port of Hamburg, outlining the responsibilities and related facts and figures. He then explained the need to develop Hamburg into a smart Port to improve the sustainability and efficiency of the Port as part of the link in the supply chain, thus increasing trade and traffic flows whilst reducing emissions. Thus smartPORT was launched to look at logistics and energy issues. Mr Westermann described the concept behind smartPORT logistics, with its focus on infrastructure, goods and traffic flows. smartPORT logistics includes Effective Traffic Situation Analysis (EVE), Dynamic Information on traffic Volumes in the Area of the Port (DIVA) in addition to Smart Road, Smart Tag, Smart Switch, Smart Parking and Smart Maintenance . He explained each of these components before describing the activities of the Port Traffic Centre. He concluded by stating that the projects should be finished before 2015 to present to the World Ports Congress which will take place in Hamburg in June.

A question was raised as to whether the EVE model sends data as well as receiving it. Mr Westermann replied in the affirmative, adding that it is connected to the TMC for Hamburg and that they are thinking about expanding EVE to the whole city. Mr Meyer suggested that it could be useful for the Hamburg Port Authority to participate in the World Congress in Bordeaux. He went on to ask about the level of harmonisation between the different ports. Mr Westermann responded that they all undertake the same activities, however there are no standards. Work is being done on handling of data and companies such as IBM and Siemens are looking at other solutions. He suggested it would be good to work together and create interfaces. He added that they plan to be at the Congress in Bordeaux. A question was raised as to whether Bluetooth is used to contact lorries when they are still at some distance away from the port as they do in Aalborg. Mr Westermann replied that Bluetooth is only used for detection purposes. Mr Bergounioux commented that a cluster in northern France on logistics would be very interested in this information and he suggested putting the two in contact with each other.

6. Report from the Coordination Committee

The Chairman reported on recent activities of the Network and the Coordination Committee, including on individual meetings held between himself and other CC members. He explained the functioning of the back office including the data store, newsletter, questionnaire and website. Regarding joint projects, he outlined projects agreed upon so far and requested further ideas from the Network stressing the need to have agreed Terms of Reference. In the context of ERTICO Platforms, the Chairman reported on his discussions with TN-ITS and TM2.0 and the potential for joint meetings. In terms of plenary meetings, he explained the current thinking behind the new format and asked for further ideas for special interest topics and national presentations. He then outlined the current

activities in terms of PR and external communications, again asking for ideas relating to contributions to the Smart Highways magazine. Regarding future activities, the Chairman explained that a questionnaire had been circulated and some responses had been received, however he requested that other Network members also fill it in. The coordinator will resend the original email. Mr Meyer congratulated the Chairman on the various activities, adding that as regards the ERTICO Platforms, they are open to all. In the context of the Network, he commented that it would be useful to think about a model for the final members to join the Network in some way. In addition, he suggested Network members discuss the Platforms with their members, giving them the opportunity to participate. Regarding projects, Mr Meyer commented that there are new big opportunities in the context of TEN-T, CEF and regional funds. He stressed the need to create a common vision as to why ITS is important, then to campaign at the EU level. It is important that this message comes from the ITS National Associations, who represent the national viewpoint. Further activities related to the ITS Directive were suggested as most ITS National Associations spend much of their time promoting ITS at the national and EU level. It is important that the ITS Directive is not forgotten. The Chairman commented that this can be considered once the results of the questionnaire have been analysed. Mr Van der Perre added that ITS Belgium's working groups and congress are all related to the priority areas of the ITS Directive and that their *raison d'être* is to help implement the ITS Directive. He commented that regarding the questionnaire, it had been difficult to fill in as all modes are important, rather than just one. Regarding passing information onto the final members, ITS Denmark hosts webinars after the Network meetings.

The coordinator briefly presented the draft version of the new Network website and the Chairman requested more graphics (non copyright) from the members.

7. ITS Congress Bordeaux - status update

Mr Gorteman reported on the ITS Congresses, firstly summarising activities in Helsinki and Detroit, before focusing on the next World Congress in Bordeaux. He outlined the new ideas implemented in Helsinki and Detroit which will be retained for Bordeaux. He gave a brief summary of the current status of Congress related events in discussion, the Congress topics and a general overview of the whole event, including the various sessions. He then explained the proposed agreements with the Network members, both for those with a stand and those without. Mr Gorteman described how the Exhibition will be laid out into different areas, including a 'French avenue' and then presented the demonstrations and technical visits before briefly speaking about the Ministerial Round Table. A question was raised as to where the ITS National Associations will be situated in the Exhibition Area. Mr Gorteman replied that they are currently within the Public Authority Area. The Chairman thanked Mr Gorteman with respect to the Agreements, commenting on their previous success.

8. Ministerial Round Table - Paper 'ITS for the climate'

Mr Meyer presented further information on the Ministerial Round Table, outlining potential topics to be discussed at the next Policy Advisory Board meeting in November. In addition, it will also be discussed with ITS America and ITS Asia-Pacific, though it will be difficult to come to a global consensus and it will more likely be discussed at the European level, including with the Network.

9. Proposal for the next meeting of the network

The Chairman announced that the next meeting will be held in Brussels in the Spring, probably alongside a meeting with TN-ITS. The suggested programme will be Day 1:- Plenary meeting. Day 2: -

TN-ITS joint meeting. Mr Meyer put forward the idea of including other Platforms as well. The Chairman agreed to look into this further.

10. Any other business and closing

Mr Ampleman raised the issue of putting together a dashboard of the status of ITS in other countries which would help argue the case for ITS with their own governments. He also offered to host a future meeting, alongside their national congress which normally takes place in May.

The Vice Chairman raised the issue of ITS and youngsters, commenting that the Network should be more involved in educating young researchers, cooperating with different actions such as COST and the universities. Mr Gorteman commented that there will be a student programme throughout the whole of the Word Congress in addition to a 24hr innovation at the local university.

The Chairman thanked everyone for attending and closed the meeting.

Action Points

ACTION	PERSON RESPONSIBLE	DATE
1. Request to Network re cooperation on automated driving	MdV/AL	When relevant
2. Resend questionnaire to members	AL	ASAP
3. Send out Network Agreements relating to Congress	DG/AL	ASAP
4. Investigate possibility of including sessions on all Platforms on second day of next meeting	RS/HM	In time for next meeting