ERTICO
ITS EUROPE

e-magazine

Welcome to the
ERTICO - ITS Europe

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June 2012

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The views and opinions expressed in this magazine are solely those of the authors and other contributors. These views and opinions do not necessarily represent those of ERTICO or its Partners.

editorial

Welcome to our 3nd edition!

Summer has arrived - in some countries more than in others - and in addition to the European cup other events appear in our calendars. In the previous edition we brought you with us to discover the exciting programme of the 19th ITS World Congress and the one of the euroFOT project final event. This month we focus on an in-house event, a successful symposium on ITS and Urban Mobility co-organised by ERTICO, the European Commission and EUROCITIES last May in Brussels. We report on the presentations, comments and outcomes of this discussion which will continue during the ITS World Congress in Vienna next October.

Speaking of the Congress, we would like to remind you that our video competition is now open for the two categories “Public” and “ITS Community”. Find out more about the rules and how to submit your company’s video(s). You can also see the latest videos uploaded on the ERTICO - and other - websites.

This month we are also pleased to announce our occasional series of articles on international cooperation. Working with worldwide organisations, governmental institutions and company is one of the core activities of ERTICO; we have established a strong long-term relationship with the international ITS Community through projects, working groups, and standardisation. In this edition we focus on Turkey and Russia, other countries will follow.

Last but not least we spoke with a brand new ERTICO Partner, Applus IDIADA, a global company with headquarters in Barcelona working in the automotive industry providing complete solutions for product development projects worldwide.

The Editorial Team

MISTs not BRICs?
Intelligent Transport Systems in Turkey

by Henry Wasung

Working in the Intelligent Transport Systems industry, itself a subset of Information and Communication Technologies, probably precludes any complaint about acronyms. Following on from PIGS, BRIC, CIVETS and so on, we now have MIST, once again from Goldman Sachs, comprising Mexico, Indonesia, South Korea and Turkey, a second tier of up-and-coming countries, all characterised by… well, it's hard to discern.

What is true is that Turkey is being held up as a striking contrast to the economic woes of EU countries. Notwithstanding sceptics, with Turkish GDP growing strongly, a young and growing population, a – long – status as an EU candidate and an attractive location, it comes as no surprise that Turkey merits being part of a fashionable acronym.

Success of course breeds its own challenges. With rising incomes and more people squeezing into cities, familiar transport challenges take an important place in political agenda. Turkey is investing heavily in transport infrastructure, in all transport modes, and as an EU candidate country also receives funding through the Instrument for Pre-Accession Assistance.

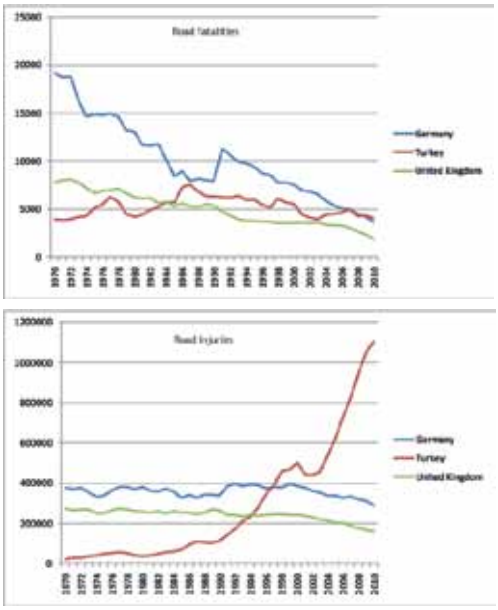
In May 2012, Commission vice-president for transport, Siim Kallas, visited Ankara to enhance transport cooperation between the EU and Turkey. Pointing out that more than 45% of Turkish trade is with the EU and nearly 80% of foreign direct investment in Turkey comes from the EU, vice-president Kallas noted that "our mutual interests are substantial and numerous… [including] Turkey's potential as a 'land bridge' between Europe and Asia'".

Vice-president Kallas also discussed the establishment of a transport roadmap for Turkish-EU relations and regular high level meetings with Turkish transport figures. Vice-President Kallas participated in the ground breaking ceremony of the Irmak-Karabuk-Zonguldak Railway Line, the largest contract ever funded by the EU in Turkey (€ 188 million). "I am delighted to see Turkey's efforts in rolling out the ERTMS[1] management system – and that the Irmak-Karabük-Zonguldak line will also be equipped with this technology: it sets a single signalling standard across Europe and is an essential element for building the single European rail area."

In terms of road transport, there is and for the foreseeable future will be, an ever increasing number of vehicles

1 European Rail Traffic Management System

on the road – a 50% increase from 2004 to 2010[2] alone – caused by a combination of increasing income and population. The main challenge for Turkey, according to Sadullah Uzun, of transport consultancy Verisun Informatics Ltd., is to manage this process, focussing on combating congestion and increasing road safety.



Source: Turkish Statistical Institute

According to Mr Uzun, the Turkish authorities firmly believe in the potential of ITS on both counts. The previous approach of increasing road capacity between cities proved to be of limited value and difficult to implement in urban areas – as story many countries could echo.

Until recently, the approach to ITS deployment in Turkey has been fragmented and hindered by a lack of awareness of best practice. Hitherto, ITS has mainly consisted of passenger information systems, and this manly in Istanbul or Ankara – clearly, a certain amount of catching up is needed.

With this in mind, the Turkish Ministry of Transport, Maritime Affairs and Communications organised the country's first large scale ITS workshop on 25 May 2012, with the aim of raising awareness of ITS. More than five hundred representatives of Turkish public authorities, the ITS industry and academia converged on Istanbul to discuss the current standards in ITS and how ITS can best be deployed.

The Turkish minister for transport, Binali Yildirim, attended the event, giving it his wholehearted support, noting that "…ITS implementation is more important than ever in the country. We have to increase ITS

deployment to save time and energy. It is also very important to decrease accidents and fatality rates."

Mr Uzun points to several developments and ministerial declarations from the workshop as being highly significant. For example, currently Turkey boasts two different tolling systems, neither particularly advanced nor compatible with each other. However, minister Yildirim declared that a new system, similar to Dubai's Salik system, would be launched soon – the stickers or tags for this system will either be distributed free of charge or for a nominal fee by the end of 2012.

Another example of how quickly Turkey is moving vis-à-vis ITS deployment is the government's planned country-wide traffic information system (see screenshots below). The first phase is already launched and online, accessible from the Turkish Transport ministry's homepage, allowing users to access the travel options for all modes of transport, include ferries and air, and including standard information such as road works, accidents, as well as fully costed alternative routes. "Does it include information on the environmental footprint of the different transport modes?" laughs Mr Uzun, "Not yet, but good idea, I'll pass it on!".

2 Turkish Statistical Institute

Screenshots:
Country-wide traffic information system

Turkey at a glance

Population: 73 million (2010) (OECD)
GDP per capita: 15320 USD at PPP (2010) (OECD)
GDP growth: 8.9% (2010) (OECD)
Number of vehicles in Turkey: 15095603 (2010) (Turkish Statistical Institute)

Minister Yildirim stressed the need for transport to be interoperable and seamless, not only in the planning of your journey, but also in the practicalities – so not only will you be able to plan your journey according to your transport preferences between, for example, Istanbul and Ankara, but you will also be able to use the same transport card to buy a metro ticket in one city, a bus ticket in another, and a tram ticket in a third. One transport card for all modes of transport in the whole country.

Taking into account the lack of knowledge amongst public authorities regarding the possibilities and potential of ITS in solving or alleviating the country's transport challenges, minister Yildirim also announced, at the workshop, the intention to form ITS Turkey, a national organisation for ITS. One problem which many EU municipalities would love to have is that Turkish public authorities have significant funding for ITS, but need to know what can be achieved with what resources and how best to implement the system in question. ITS Turkey will be able to provide that knowledge, as well as help to ensure that transport in Turkey really will be interoperable and seamless by establishing standards and publishing best practice.

Another heartening announcement from the workshop concerned the Turkish transport ministry's intention to join ERTICO. Mr Uzun explained that "Turkey also needs be part of European projects if it is to fulfil its ambition of deploying the latest ITS solutions, meeting the relevant standards and ensuring interoperable and seamless transport with its European partners".

Mr Uzun highlighted eCall as an example. It is in Turkish interests to be part of eCall, and to this end it is part of the proposed HeERO 2 pilot project, a defined continuation of the current HeERO pilot project. Turkey intends to integrate the eCall system into the existing 112 PSAP in Antalya, and is one example of how Turkey plans to use ITS to decrease road fatalities.

What are the other outcomes from the workshop? "Minister Yildirim announced another ITS event, planned for the last quarter of this year with the agreement and support of the governor of Istanbul," answers Mr Uzun. "I'm sure the ERTICO Partnership will find it very interesting".

The energy and dynamism of Turkey is clear to see, and it has ambition and confidence to match. Goldman Sachs predicts that Turkey could become Europe's third-largest economy by 2050 – and an efficient and thriving transport sector is vital... and on its way.

Intelligent Transport Systems in Russia

by Henry Wasung and Laura Johnstone

Russia. Famously a riddle, wrapped in a mystery, inside an enigma. Spanning continents, the largest country in the world by land area, with a population of just over 140 million. Part of the European continent ever since Swedish military geographer Philip Johan von Strahlenberg, after years of Russian captivity, proposed the Ural Mountains as the new European border in 1730. An integral part of the BRIC grouping – Brazil, Russia, India and China – of fast growing - and fast changing - powers.

The sheer scale of Russia – nine time zones currently, albeit down from 11 a few years ago - coupled with relatively harsh weather conditions and some very large cities certainly provides plenty of transport challenges – but transport has always been a political priority. As Igor Levitin, Russian Minister of Transport put it at the Ministerial Conference on Global Environment and Energy in Transport in 2009, "Due to the geographical peculiarities of the Russian Federation and those of the territorial location of its production forces, transport has always been considered in Russia as a key economic sector providing for the country's economic and political integrity". You only have to look at the Trans-Siberian Railway to see the historical truth of this statement!

Taking Moscow as an example, a city of 12 million people, with freezing cold winters and stifling hot summers, average traffic jams last for 2.5 hours, the longest in the world – but, apparently, only the eight worst, a subtle distinction. With 2.6 million cars in the city on a daily basis, a lack of parking space is also on the list of problems.

What with all of this, it should come as no surprise that the development and subsequent deployment of Intelligent Transport Systems in Russia can be viewed both as a newly emerging, and as a rapidly maturing, market. A swift catching up as it were, or, as Vladimir Kryuchkov, CEO of ITS Russia put it in an earlier interview with ERTICO, "The engine of ITS deployment in Russia has been started".

Official governmental interest in ITS was signalled with a major conference hosted by the Russian Government in Moscow in 2009. The first Russian Congress on Intelligent Transport Systems closely followed the Russian government's approval of its national transport development strategy till the year 2030. The Congress highlighted the importance of road safety systems, transport infrastructure development,

"The ITS market in Russia has huge potential but it needs a level playing field that will enable a comfortable and efficient national and international mobility system", Vladimir Kryuchkov, CEO ITS Russia (2011 interview)

advanced traffic management systems.

As Mr Levitin put it, "In some major cities such as Moscow, Saint Petersburg and Nizhny Novgorod, which are in a critical situation with regard to road congestion a range of measures is under way aimed to increase capacity of the cities' road networks, limit the use of personal vehicles and motivate the population to use public passenger transport. The understanding is growing gradually that the limited access of personal and cargo vehicles to central parts of the cities and tougher parking policy are inevitable. Modern intelligent traffic management systems are being introduced as well as systems of cargo traffic management, systems of informing drivers on traffic situation, all of them operating of the basis of GLONASS navigation system".

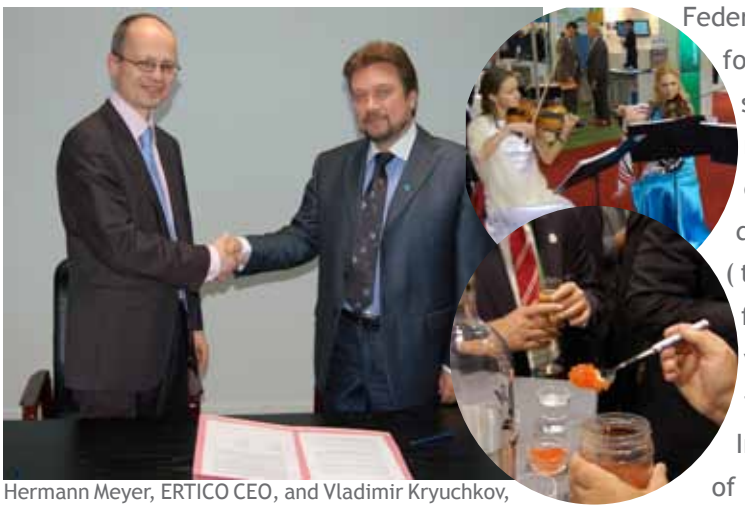
Informal talks between Europe and Russia on how to cooperate successfully in the field of ITS had been going on for some years beforehand. Russia also participated in the European Commission funded SIMBA II project in 2008, which served to strengthen road transport research cooperation between Europe and emerging international markets.

In September 2010, ERTICO and ITS Russia signing of a Memorandum of Understanding. The MoU provides a framework for cooperation, acknowledging both that Europe and Russia face similar challenges in the area of transport research and development, and the subsequent deployment of innovation and technology.

"Both Europe and Russia, although at different stages in the deployment of ITS, face similar transport challenges in many areas and working together in cooperation can be of enormous value to stakeholders in both regions, as evidenced in the great success of the eCall/ERA GLONASS Working Group.

At our latest bilateral meeting with ITS Russia it was clear that there are many more areas to work jointly on ITS solutions, particularly the harmonisation of standards, traffic and traveller information and transport corridors. We are therefore very positive that our cooperation with ITS Russia and NIS GLONASS will continue to be fruitful for all ERTICO Partners involved", Vincent Blervaque, Director of Development and Deployment at ERTICO

In early 2011, as a one result from the MoU, ERTICO – ITS Europe and NIS GLONASS, with the support of ITS Russia, founded the eCall/ERA GLONASS Working Group. NIS, a Russian public-private company, is tasked with developing and deploying the ERA Terminal GLONASS system throughout the Russian Federation, in the form of GLONASS satellite navigation communication devices (terminals), fitted in all new vehicles sold in the country. In the event of an accident, the terminal is automatically activated and transmits the vehicle location and other key information to an emergency response centre, allowing the swift intervention of the emergency services. The ERA-GLONASS system will help to reduce the number of fatalities and injuries on Russia's roads and enhance the safety of both freight and passenger transport. In addition, NIS plans to develop commercial applications for GLONASS and create a mainstream market for navigation services and devices.



Hermann Meyer, ERTICO CEO, and Vladimir Kryuchkov, ITS Russia CEO. And ITS Russia at the ERTICO cocktail at the Busan ITS World Congress 2010.

At this time the communication carrier for the ERA GLONASS system will be over the 3G communication network. This will require additional infrastructure to be provided to ensure that there is sufficient coverage not only in the cities but also across the Russian strategic road network. This will, of course, open up the possibilities for additional ITS devices to be utilised in Russia.

Over the last year meetings have been held on a regular basis in both Brussels and Moscow, where the following actions have formed the core of the Working Group.

- Discussion of eCall and ERA/GLONASS specifications in order to develop harmonised requirements where possible.
- Proposals for solutions in areas which are not yet covered by the eCall specifications but which are considered to be of importance in both projects.
- Suggestions for the best approach to the implementation of requirements in cases where they are mandatory in one project but not both.
- Sharing of best practices in the areas of In-Vehicle System (IVS) development, telecommunications solutions, operational procedures and pilot testing.
- Exchange of working documents concerning the standardisation of eCall and ERA GLONASS.
- Participation in the planning and organisation of joint eCall/ERA GLONASS pilot projects.

The last meeting of the eCall/ERA GLONASS took place in early June 2012 and was followed by a bilateral meeting between ERTICO and ITS Russia, which was highly successful and included the participation of representatives of the European Commission and Russian Ministry of Transport as well as a number of ERTICO and ITS Russia Partners and TISA. Areas highlighted for further cooperation include the pre-deployment of eCall through the HeERO pilot in parallel to developments in ERA GLONASS; harmonisation of ITS standards across the two regions; ITS for large events, particularly in the context of the upcoming Sochi Olympic Games and FIFA World Cup in Russia in 2018; and traffic and traveller information in the context of transport corridors, especially the Helsinki to St Petersburg corridor – where HeERO is active.

For further information on ERTICO activities in Russia, please contact Vincent Blervaque.

The ERA - GLONASS Workshop, Moscow, 5 June 2012

Emilio Davila, DG INFSO, speaks the ERA - GLONASS Workshop

Emilio Davila, DG INFSO, Vladimir Kryuchkov, CEO ITS Russia, and Vincent Blervaque, ERTICO Director of Development and Deployment

Forum: ITS For Urban Mobility

Giving Cities a Roadmap for Urban ITS Deployment

by Nicolas White

Urban centres are at the forefront of trends in mobility. How cities meet mobility challenges will form a greater and greater proportion of ITS deployment going forward. As a result, it is vital that cities are able to identify trends in urban mobility as they need time and investment to implement ITS solutions. The European Commission has realised the importance of urban ITS is growing and are, therefore, focussing more and more on specific urban mobility work.

Enter the Expert group on Urban Mobility. Established as a result of the ITS Action Plan in order to get the inputs the Commission required on how to best use and how best to deploy ITS in cities across Europe, the expert group brings representatives from across the ITS world together to work on policy questions relating to urban mobility.

It was the urban mobility expert group's work that drew attendees to the latest Forum on ITS For Urban Mobility. A joint initiative of ERTICO - ITS Europe, the European Commission and EUROCITIES and held in Brussels on the 15th of May, the forum provided attendees with an opportunity order to discuss and provide feedback on the draft guidelines for the deployment of ITS in urban areas, developed by DG MOVE's Expert Group on Urban Mobility. The guidelines discussed focussed on three crucial aspects of urban ITS: multimodal information services, smart ticketing and traffic management & urban logistics.

Introducing the event, Hermann Meyer, CEO, ERTICO - ITS Europe, highlighted the importance of the draft guidelines, explaining that they deal with two vital issues: How can we help cities meet their mobility challenges and how can ITS be deployed effectively? He continued expressing his hope that the cities, policy makers, industry and other ITS stakeholders could use the event to cooperate on the establishment on an ITS toolkit to aid cities in their ITS deployments.

The day's discussion covered three main topics that, Gzim Ocakoglu of the European Commission introduced as covering three distinct areas:

1. Multimodal Information Systems
2. Smart Ticketing
3. Traffic Management & Urban Logistics

The Forum's opening session focussed on the draft guidelines for multimodal information systems (MIS). The session began with a representative of the ITS expert group presenting the draft guidelines. The bulk of each session, however, was the feedback given by ERTICO, EUROCITIES and the audience.

Jean Coldefy, Traffic and Public Transport Programmes Coordinator, Grand Lyon presented the guidelines

on MIS which, he explained, attempt to identify why MIS are an important element of public transport policy and how they support it as well as identify key points to address in order to foster MIS deployment in cities across the EU.

Crucially, Coldefy explained that MIS have ”very thin business models” as users often consider that the information ought to be provided free of charge and that therefore, they are often not viable without financial support from the public sector. As a result, the recommendation states that “the public sector shall carry out (directly or not) multimodal information services when there is no autonomous business model” and that “The private sector shall carry out services when there are viable autonomous / business models”.

This suggestion that there is no business model for the provision of MIS data met with much resistance from both panellists and the audience. Indeed, speaking from the floor, Hermann Meyer said that the guidelines should focus more on the market failures and how to fix them, warning that if it is decided that there is no business case, and private companies are forced to provide their data to public authorities, any possible business case for data provision is irreparably damaged.

Richard Harris of Xerox and Theo Quick of Logica weighed in on the provision of data and access with Quick suggesting a central repository of data that can be used by application builders to ”really galvanise the application shift” citing the runaway success of applications on smartphones. Harris, meanwhile, described social media as being the ”elephant in the room” describing

...the forum was characterised by lively and spirited debate following each session’s presentations...

it as not only being a source of information for travellers as in during the Icelandic ash cloud incident, but also as a valuable source of data for assessing the travel situation.

An IBM representative called attention to the use of private data from car manufacturers by government asking if private information purchased by public authorities would then be free to share with travellers.

Indeed, the forum was characterised by lively and spirited debate following each session’s presentations with members of the audience voicing concerns, sharing success stories and asking for more detailed information from panellists.

The draft guidelines on smart ticketing called for there to be integration between smart ticketing solutions, traveller information and traffic management systems, echoing ERTICO - ITS Europe’s suggestion during the session on multimodal information systems. They also highlight the existence of organisational and legal issues that need to be overcome as well as geographical barriers to ensure an EU-wide smart ticketing scheme can be implemented.

As Theo Quick highlighted, there are €60 billion worth of ticketing transactions every year. Therefore, the potential benefits are huge and the pressure to get smart ticketing right is immense.

Presenting ERTICO’s view of the recommendations, Richard Harris pointed out that many of the statements within the report had not been justified, clearly presented or had only been partially justified to his satisfaction. For example, he said that the best practices on deployment had not been clearly presented. There had been no mention of integrated systems or strategic planning in relation to the guidance provided on ITS deployment in urban areas.

In the discussion of the guidelines on smart ticketing, the UITP highlighted the need for open standards, pointing out that there are many good smart ticketing solutions that only work in one urban area and that any future development should focus on interoperability and open standards.

Following this, Steve Kearns of Transport for London, explained that TFL had received a lot of criticism for the lack of interoperability for their oyster card when it was first

introduced. Saying that 14% of revenue from oyster cards is lost on the cost of card production, something which has prompted a switch away from it towards the use of contactless bank cards.

A common thread throughout the discussions was the opportunity provided by the financial crisis and recent elections in parts of Europe. Far from being seen as an obstacle to ITS deployment the new era of European austerity was seen as a means of convincing politicians of the value of ITS. Indeed, as the day's moderator, Marshall Poulton, head of transport, Edinburgh City Council explained, squeezed budgets make the return on investment of ITS much more appealing to decision makers. Recent local elections in the UK as well as national elections across Europe were also highlighted as a potential opportunity. Politicians new to their office, it was explained, are often more receptive to new initiatives than those they replace.

While discussion of each guideline looked very different in many areas, a recurring theme was the need for more clarification on the intended audience. Panellists raised the question of who exactly the documents were aimed at. If they're aimed at politicians and higher level decision makers, the message ought to be adapted accordingly, going into less technical detail and highlighting concrete benefits and best practices. Indeed, it was felt by many at the forum that there was not enough focus on past success stories and examples within the documents. Representatives of the ITS Expert Group however, highlighted the fact that there will be accompanying documents on the benefits of ITS systems for cities.

Urban centres are at the forefront of trends in urban mobility and ERTICO intends to be there alongside them.

The need for improved cooperation and communication between ITS actors was also stressed during each panel discussion. It was explained that there has often been difficulty in organising cooperation between private industry and public authorities especially when there is not a clear definition of each party's role in ITS deployment.

The feedback gathered at the forum will be folded back into the draft guidelines over the summer. The final guidelines will then be presented during the Urban Mobility Day at the ITS World Congress 2012 in Vienna. The urban mobility day will, in addition to reviewing the guidelines, have two Executive sessions as part of the official Congress programme, focussing on "Future Trends in City Mobility" & "Making multimodality the pillar of modern life". Finally, the day will conclude with a session on the next steps regarding ITS for Urban Mobility, the activities ERTICO is planning and how deployment of the presented applications and services can be achieved. Urban centres are at the forefront of trends in urban mobility and ERTICO intends to be there alongside them.

Urban Mobility Day at the 2012 ITS World Congress!

On Wednesday 24 October a whole day dedicated to Urban Mobility will take place - all conveniently in the room Strauss 3! This will be the place to be for anybody interested in what's what – and who's who – in Urban Mobility.

The day will start with a session introducing the Guidelines for the deployment of key ITS applications in urban areas, developed by the Commission's Expert Group on "Intelligent Transport systems for Urban Areas". Providing an opportunity for the ITS industry and city representatives to discuss and provide feedback.

This will be followed by two Executive sessions as part of the official Congress programme, focussing on "Future Trends in City Mobility" & "Making multimodality the pillar of modern life".

In a final session, the presentations and the input received throughout the day will be compiled and summarised and the next steps regarding ITS for Urban Mobility, the activities ERTICO is planning and how deployment of the presented applications and services can be achieved will be presented and discussed.

In the spirit of bringing together the public authorities and industry, the day will be rounded off by a speed networking session. This will provide a unique opportunity to further strengthen your business relationships as well as to establish new ones.

Interview with: Andrés Aparicio, IDIADA

Can you describe IDIADA's activities in the ITS field?

IDIADA is involved in several activities for the development, testing and deployment of ITS.

In terms of development, IDIADA has been working with ITS units (under the 802.11p standard) for the implementation of intersection assistance and rear-end collision warning systems. These activities have been defined as a natural evolution of the work done in the field of ADAS (Advanced Driver Assistance Systems). We have been defining new test procedures and tools for the evaluation of different active safety functions for ADAS. It came clear to us that the limitations of the detection of the environment provided by visual sensors (cameras, radar, laser, etc) could be solved by V2X communications and this is why we started working in this field. For these functionalities, we are also working in the test and the validation protocols.

IDIADA is also involved in several R&D funded projects, such as SARTRE (Safe Road Trains for the environment) and smartCEM (Smart Connected Electro Mobility). We see our work in SARTRE as a validation activity and in smartCEM as deployment.

In addition, we are convinced that ITS can bring us some benefits for our own daily work. For example, we have started to use ITS units in some of our tests. Typically, we need to communicate several D-GPS to get relative positions among the vehicles we are testing. Regular WiFi systems are used to get this communication, but these have notable limitations and failures, especially at high relative speeds. This is why we have been testing with some ITS units and, up to now, the results have been positive.

Why have you joined ERTICO - ITS Europe? What are your expectations for this Partnership?

IDIADA considers ERTICO is key player in the field of ITS. The association is active in all levels and one of the most interesting aspects we see is the multidisciplinarity and complementarity of the members.

Two of the main assets of IDIADA are internationalisation and innovation. We consider ERTICO as a very useful Partnership to continue these assets in the field of ITS, because, on one hand, we have international partners and contact with international administrations and, on the other hand, we can work in pre-competitive activities for further development and deployment projects.

In the short term, we would like to be active in development projects. IDIADA can provide one of the most comprehensive proving grounds for the development and validation of ITS. We believe that in order have significant impact, we need to offer design capabilities always thinking of the functionality of the systems. The best way this can be achieved by having a wide view of the functions you want to provide and a close link between the development and testing phases.

In the mid-term, we would like to be involved in the standardisation process of ITS. We have a strong expertise in this area thanks to our participation in several working groups for standardisation and regulation.

The IDIADA testing track

e Are there any projects, activities or sectors within the ERTICO Partnership you are particularly interested in?

AA As explained before, our interest in ITS started from the safety perspective and we are willing to be very active in the field of SafeMobility. We understand Integrated Safety as a complex combination of very different functions acting on the driver, the vehicle and the infrastructure, during different time sequences, with the objective of avoiding an accident or mitigating its consequences. We think that it is necessary to better understand risk exposure to accidents and how users can be better supported to prevent them.

IDIADA has also interest in EcoMobility. The company has been very active in the field of electric vehicles, through the development of several FEVs. Some of them have been used as exhibits, but others, like iTorq, are now living labs which allow us to develop new algorithms for torque vectoring. IDIADA can already provide different services for the deployment of ElectroMobility, but a higher level of maturity is needed.

And last, but not least, CooperativeMobility is a key sector we are interested in. Under this topic, we identify autonomous driving applications at different levels. IDIADA is already using some autonomous driving equipment for testing, and has also been participating in SARTRE, a project to develop a road platoon where following vehicles are autonomously controlled by the leading vehicle.

For all the areas mentioned, IDIADA is able to contribute in the development of new concepts, systems, components and applications. But, additionally, we would like to be positioned as partner for standardisation and certification purposes, which is one of our core services.

e Can you tell readers about IDIADA's proving ground?

AA IDIADA's proving is the most comprehensive independent proving ground in Europe. It is the most suitable scenario for development and validation of ITS thanks to its special conditions for testing with repeatability, robustness, safety and security

Today, in our proving grounds, we are working in a new standard

Applus IDIADA is a global partner to the automotive industry providing complete solutions for product development projects worldwide.

IDIADA's main assets include an international team of more than 1350 engineers and technical experts, first class state-of-the-art testing facilities combining a modern comprehensive proving ground and leading-edge laboratories, an international presence in 20 countries with the objective of being close to clients and the innovation process, whereby IDIADA continuously develops new services and technologies to satisfy clients' demands.

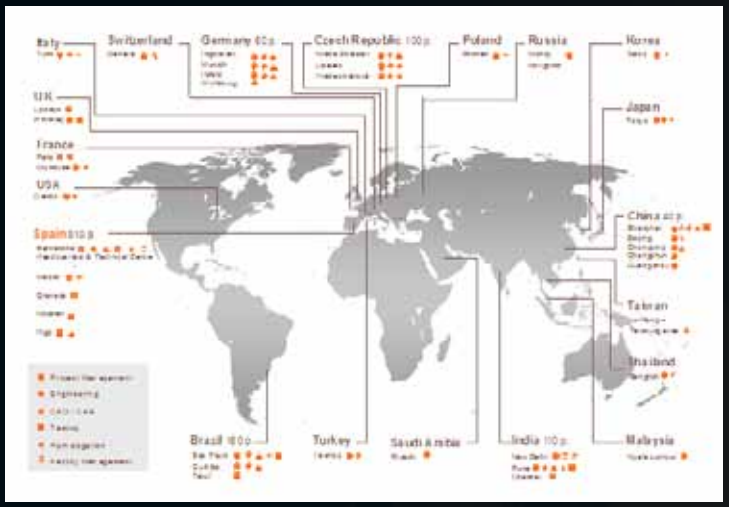
IDIADA's core services are grouped into Engineering, Proving Ground and Homologation.

The main vehicle functionalities addressed by the engineering team are active safety (including vehicle dynamics, brakes, driving assistance and intelligent transport systems), passive safety, environment (including powertrain, emissions and electric vehicles), comfort and reliability. The combination of virtual tools with the possibility of testing on the proving ground provides unique capabilities for vehicle development and validation.

IDIADA's proving ground is recognised as one of the best facilities in the world, and is renowned for the quality of its customer service. As a multi-user facility, safety and confidentiality are of the highest priority.

The company holds official homologation capabilities recognised in all markets worldwide and also actively participates in several working groups where new test procedures, standards and regulations for the certification and validation of road vehicles are defined.

www.idiada.com
YouTube channel



platform for the development of ITS. This is a new challenge IDIADA's will be facing in the next years. We have already had good experiences with the use of ITS in our proving grounds, and now we would like to extend this as a service to all our clients, with two main aspects:

First, considering the promising future of ITS, we want to provide services for the development and testing of these systems. We have tracks which simulate highways, interurban roads, secondary roads, urban conditions; and, moreover, these tracks are in a controlled environment, in which any traffic condition can be simulated without risks. The use of this type of environment is mandatory before going into field tests on open roads.

Secondly, we want to provide additional safety and information services to our proving ground users. We are convinced of the potential of ITS and we want to start using it. If all vehicles entering IDIADA's proving ground (300 vehicles per day on average) were equipped with an ITS unit connected to a control centre, we would be able to offer additional services. For safety issues, we could think about eCall, in case of an emergency; and collision warning, in case a vehicle is facing a critical situation. There could also be information functions, such as time track occupancy, driving restrictions and forecasted weather. Other functions related to the test itself could include a D-GPS signal to all users and wireless test data transmission directly from the vehicle.

Accordingly, IDIADA could become a reference test bed for the development of ITS and one of the first end-users of ITS in controlled environments. We trust that ERTICO can help us in this new challenge and we are willing to receive feedback from the partners.

ERTICO Partnership events

20 June 2012

2012 ERTICO General Assembly Meeting - Brussels, Belgium

20 June 2012

ERTICO Supervisory Board Meeting - **Brussels, Belgium**

21 June 2012

ERTICO Forum "Public-Private Partnership success stories for ITS deployment" - Brussels, Belgium

10-12 September 2012

ERTICO-TISA TPEG TestFest - Munich, Germany

19th **ITS World Congress**
Vienna, Austria
22 to 26 October **2012**

Congress **Exhibition** **Demonstrations**

- Open day for the public on 25 October
- 40 demonstrations on public road, closed demo area and parking zone
- 300 exhibitors from all over the world
- 3000 delegates to the conference
- 10000 international participants...

Smarter *on the way*

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