Draft terms of reference for a proposed *e*Safety working group:

ICT for Clean & Efficient Mobility
Co-chair ACEA, ERTICO

Aim: Identify and discuss the potential benefits ITS applications might have with regards to cleaner and more energy-efficient mobility for people and goods.

Background
The environmental effects of steadily increasing demand for mobility of people and goods present challenges that need to be addressed in the interest of long-term sustainability and public concern.

ITS per se means that traffic systems are designed in an intelligent way to secure "sustainable mobility", which stands for *"the ability to meet the needs of society to move freely, gain access, communicate, trade and establish relations without sacrificing other essential human (traffic safety) or ecological (environment) values, today and in the future"*.
ICT is the technology behind ITS and clearly relates to "communication".

The application of ICT with regard to "cleaner and efficient mobility" generally means to improve communication and the flow of information between v2v, v2i, i2v and i2i in order to organize a smoother, more flexible traffic flow (people and goods) in a most cost efficient way.
In this sense ITS applications could produce some positive environmental side effects, for example infrastructure measures that reduce vehicles' time spent in heavy traffic by flexible traffic management systems (less consumption, less emission).

The eSafety Forum has proposed to look into the environment as a potential area for future ITS development and deployment exploiting the architectures under development for safety applications. This new Working Group should take the first steps to mobilise the various sectors that need to cooperate to work towards identifying possible new solutions.

Examples of the technical and non-technical work areas include:-

- Environmental traffic management strategies & operations, e.g. traffic light synchronisation, automatic traffic incident detection, congestion management, parking management, urban goods delivery management, etc.
- Integrated traffic/mobility systems
- Infrastructural measures reducing the negative impact of mobility;

- Cooperative vehicle-infrastructure systems, e.g. optimisation of vehicle-traffic management, in order to avoid congestion, which would have some additional environmental secondary benefits;
- On-line environmental information services for drivers;
- Driver education and support for environment-friendly driving behaviour;

Objectives

- Discuss, which ICT applications and services for mobility have the strongest benefits with regards to addressing environmental issues
- Examine the infrastructure relevant measures that could complement and enhance environmental compatibility of mobility
- Environmental educational tools and feedback to drivers
- Cost benefit analysis of the measures

Participants

Around 15 – 20 people representing key stakeholders, users, public authorities, infrastructure and telecom operators, automotive industry, transport industry, integrated traffic management specialists, etc.

Draft list of organisations/individuals to invite to first meeting

Organisation	Name	e-mail
Fiat Research Centre	Gianfranco Burzio/ Pasquale Campanile	
Rijkswaterstaat	Joost van der Valk	
DaimlerChrysler	Manfred Buck	
BMW	Achim Böckelt/J Scholten	
Volkswagen	Sabine Spell	
Renault	Daniel Augello	
Nissan	Takashi Sugano	
Basque Government	Jose Viten	
Honda	Jens Gayko	
Fed. Min. Transp. Innov. & Tech (Austria)	Andreas Blust	
Panasonic R&D	Ralf Becker	
Transport for London	Marshall Poulton	
EUCAR	Ulf Palmquist/A Coda	
Infrastructure operators		
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Volvo		
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