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## Intelligent Infrastructure Working Group Minutes 7 October 2009

### 1. Opening and acknowledgements

The fifth meeting of the eSafety Intelligent Infrastructure Working Group (IIWG) was held at European Commission Premises (DG INFSo), in Brussels (7 October 2009) under the chairmanship of Rui Camolino (RC-ASECAP) and Paul van der Kroon (PK-CEDR).

At the outset, RC thanked the European Commission for hosting the meeting and welcomed all those present. He informed those present that apologies for absence were received from Gino Franco (Mizar), Nele Dedene and Jozef Cannaerts (Vlaamse Overheid), Stefan Deix (AIT Austrian Institute of Technology). The meeting started with 21 present over 59 registered members as listed in the attendance sheet (see attachment).

The objectives of this fourth meeting were specified as follows:

- i. Definition of the content of the IIWG Final Report, the persons responsible for each section and respective schedule.
- ii. Conclude the list of Services to be supported by the Intelligent Infrastructure.

### 2. Acknowledgements

Francisco Ferreira informed the members that he leaves the IIWG in order to manage other commitments and he introduced Mr Stefanos Gouvras, Project Officer in charge of ICT for Transport at the DG InfSo, taking over as EC representative at the IIWG.

A new member joined the IIWG: the 'E.T.S. Ingenieros de Telecomunicación Universidad Politécnica de Madrid' representative, Mr José Manuel, introduced himself explaining his activity as adviser for some road operators in Spain and the high interest of Spain in investing in ITS and in Intelligent Infrastructure (I.I.).

### 3. Approval of the draft Minutes (including actions)

The members confirmed the receipt of the minutes of the previous meeting held on 17 June 2009 under the Chairmanship of CEDR and ASECAP representatives. The minutes were passed with no amendments and approved as presented. RC welcomed Mr Gouvras and arranged a meeting with him and the two chairs in order to bring him up to date.

### 4. Approval of the Agenda as attached doc

RC briefly reviewed the draft agenda that was approved as previously distributed and they scheduled it as follows.

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1. Opening
2. Acknowledgements
3. Approval of the draft Minutes (including actions)
4. Approval of the Agenda
5. Roadmap for the Working Group (including Structure of the final report)
6. Categorisation of the Roads
7. Finalize cooperative services stock tacking (topics):
  - a-interurban (motorways and all purpose roads)
  - b-urban
8. Infrastructure needed
9. Communication
10. Next meetings
11. Any other business
12. Meeting closing

## **5. Roadmap for the Working Group (including Structure of the final report)**

Given that it is appropriate to have a structure for the final report, RC presented the possible structure as well as the expected roadmap, distinguishing between: definition of I.I., definition of services for the I.I., what will be the I.I. based on those services (support networks, architecture, etc...). The members were asked to examine possible modifications and to give input for adaptation of the document. The following remarks were made:

- The relation to the current infrastructure is missing: what kind of infra is already available; how to make the current infra better ; issues with current infra and identification of the current problems.
- It should be made clear which problems should be addressed (congestion, safety, environment, C/B) (Francesco Ferreira).
- It should be made clear that the focus is at cooperative systems, which barriers we need to overcome, what the key questions are which need to be answered by the IIWG and the technical versus economic approach (Paul Kompfner)
- The implications and assessment need to be included to convince the directors of NRAs (Bengt Hallström)
- IT architecture = COMeSafety architecture + service oriented architecture and Intelligent means: communication + connectivity (Rui Camolino);
- FIA suggested to run a cost-benefit analysis for each problem (congestion, road safety, efficiency) for each system, according to a prioritization, however the Chairs emphasis that this is a bridge too far for this report.;
- A separate chapter could investigate either a business model based upon the possible cooperation/partnership between stakeholders, Administration and PPPs or a business model within the IT architecture. This point will be taken into consideration by the

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Chairs. It was also recommended to discuss the functional level only. (Eric Kenis - EC / DG TREN);

- While v2v is functional, we should detect what is missing in v2i, considering that a 3-year period is needed in order to learn from FOT's (Paul Kompfner – ERTICO)
- the 'E.T.S. Ingenieros de Telecomunicación Universidad Politécnica de Madrid', while carrying out the same process, started from the basic requirements in their national projects;
- in the definition of services we should include the additional requirements (Gloria Pellischek - ERPC GmbH);
- A balance between savings and investments is needed considering that we don't know now who supports the equipment in vehicles, moreover the clean mobility is a key, It is recommended that the report is developed together with the car industry and not only discussed with them at the end, The outcome of the report needs to be towards deployment. (Wolfgang Reinhardt – ACEA);

### **Decisions**

- i. For each chapter the timing must be defined;
- ii. It is convenient to consider the same categories of roads as in EasyWay;
- iii. The organisational and financial structures need to be covered;
- iv. Before defining a business model the organisation should be discussed, in fact, the service definition, related technology, organisation and finance are the 4 basic aspects for business models and by this for the deployment.

### **6. Categorisation of the Roads**

Risto Kulmala (RK) was invited by the Chairs to give an informative presentation of the categorisation list that EasyWay had drafted referring to the Trans-European Road Network. He presented the categories of roads based on a recommendation for a minimum level of service. Some comments were made concerning Canadians that have a definition according to the function of the road.

A distinction was made between EasyWay, dealing with the deployment of European services, and IIWG, dealing with the deployment of cooperative systems/services as well as the urban environment.

The usability of the categorisation of roads related to services within the context of the Intelligent Road needs to be checked.

### **Decisions**

- i. The group will look upon and analyse this list while RK will consider for each service the application related to each road type.
- ii. The representative of POLIS was invited to complete the list with a categorisation for the urban environment

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## 7. Finalize cooperative services stock tacking (topics):

Frans op de Beek was invited to give an informative presentation on the results of the stock taking of II services regarded from the point of view from national Road Authorities. These results were compared with the results from the IIWG. In the NRA results the service list of ETSI was taken into account,

### Decisions

- i. The meeting agreed upon the document as read with the proposed amendments, mainly referring to the transport policy fulfilments. In view of the above facts, the Chairs informed that the final list will be forwarded to the members.
- ii. It was raised to assess which services of the selected list meet the policies and the priorities of the national and local authorities.

## 8. Infrastructure needed

In essence, the following remarks came out:

- infrastructure requirements supporting services should be identified for each component of I.I., considering both the local authorities and the back-office (Nuno Rodrigues - VIALIS);
- ICT guidelines from EasyWay could be considered too (Risto Kulmala – VTT);
- COMeSafety identified a list of technologies for different services following a technology oriented methodology for the detection/collection of data and the information supply (Bengt Hallström - Swedish Road Administration);
- Communication could happen from infrastructure to back-office or to roadside equipment or through a provider, therefore the service delivery should be identified (Eric Kenis - EC / DG TREN).

### Decisions

- ix. Based on above the responsible for each section of the report shall start working defining its content first as an index and then, gradually, with text on the substance.

## 9. Communication

Next ETSI meeting is planned December, 16th.

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## 10. Next meeting

Next meeting will be on the 16December 2009, and further ones will be defined upon the definition of the Steering Group meetings.

## 11. Any other business

Next e-Safety Forum will be on the 29<sup>th</sup> October, at Albert Borschette Conference Centre, where the e-Safety Task Force will present how to proceed with the e Safety Forum though the main concern of the event is e-Call.

PvdK assumed that there was a time-limit on 5.9 GHz decided on a national basis and it was clarified that Francisco Ferreira was the best EC Officer to clarify this point.

## 12. Meeting closing

The meeting closed at 13:30.

The present draft minutes were made by Marica Scolari (ASECAP) and issued with the approval of the 2 Chairmen, then transmitted to all the IIWG members as per the list enclosed.