

# eSafety Forum: 7<sup>th</sup> Plenary Meeting

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Real-Time Traffic and Travel Information WG:

## Status Report

Brussels, 01 March 2007

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Chair

# Introduction

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- **Preliminary Report:**                    **delivered Jan 07**
- **Internet consultation:**                **01.–20.02.2007**
- **Next WG meeting:**                    **13 March, 2007**
  
- **Next steps:**
  - Incorporation of consultation feedbacks
  - Delivery of the “Final Report” (April 2007)
  - Further work on the “Recommendation”

# Draft Recommendation: Structure

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**[Public and Private] Real-Time Traffic and Travel Information (RTTI) services for safe and efficient road traffic**

**as an **Extension** of the Recommendation 2001/551/EC on the development of a legal and business framework for the participation of the private sector in deploying telematic-based Traffic and Travel Information (TTI) services in Europe**

# Draft Report: Structure (1)

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## 1. Definition and objectives

## 2. Scope: perspectives, requirements, and expectations

- Users and traffic management
- technical and organisational requirements

## 3. Basic functionality and standards

- TMC, TPEG, location referencing

## 4. Current status in Europe

# Draft Report: Structure(2)

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## **5. Business models**

Alternatives, structures, value chains

## **6. Proposals**

Minimum of free traffic updates / Alternatives

## **7. Implementation paths**

Protocols, bearers, roll-out, applications

## **8. Glossary**

# Draft Report: Open issues

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- **Items (still) under discussion:**
  - Availability of services (always, everywhere)
  - Quality of services (real-time, relevance, completeness, consistency, accuracy)
  - Access (free, paid-for)
  - Cross-border services
  - Potentials for improvement of traffic flow and safety
  - measurable economic and ecologic effects

# RTTI: Safety and Efficiency

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- Collection, evaluation, and dissemination of RTTI offer manifold potentials to increase safety and efficiency of road transport
- Gain of safety and / by comfort of drivers were proven in some field evaluations, but hard facts and general figures are missing
- static interventions on dynamic processes create potentially disturbances and in-efficiencies, thus:
- dynamic processes based on real-time information are pre-condition for safe and efficient traffic and travelling