



ICT for Clean & Efficient Mobility

Co-Chair Feedback Report
First Meeting
06 December 2006



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Why a WG on ICT for clean mobility?

- ❑ To **mobilize the various sectors** that need to cooperate in identifying possible new solutions for using ICT for cleaner and efficient mobility
- ❑ **Reduction of emissions from traffic** (not only road traffic) is a sociopolitical task and requires involvement from all stakeholders (**integrated approach**)
 - The investigation of ICT technologies in this context can be seen as complementary to the CARS21 environmental recommendations
- ❑ **Only few ICT solutions for cleaner mobility implemented** with almost no ICT measures at infrastructure level (European survey) but
 - ICT can have a significant positive impact on the environment through better traffic management and cooperative systems
- ❑ Commission ICT for Mobility in its **FP 7** (call 1 and 2)
 - ICT for the Intelligent Vehicle and Mobility services
 - ICT for cooperative systems



Do we have the right participant structure?

- ❑ 22 participants including
 - **8 from vehicle manufacturers (>36%)**
 - 3 from Commission (13%)
 - 3 from ERTICO (13%)
 - 3 Technical solution providers/consultants (13%)
 - 2 Environmental solution providers/consultants (>9%)
 - 1 from Eurocities (>4%)
 - 1 University (>4%)
 - 1 Member State (>4%)
- **This is not yet the right structure to come to feasible recommendations**



Terms of Reference

- ❑ ToR have been presented and approved
 - No changes requested
- ❑ Key points:
 - AIM: Identify and promote the potential benefits (*ICT based*) ITS applications & services can bring towards cleaner and more energy-efficient mobility for people and goods



ICT for the Environment – EC Activities

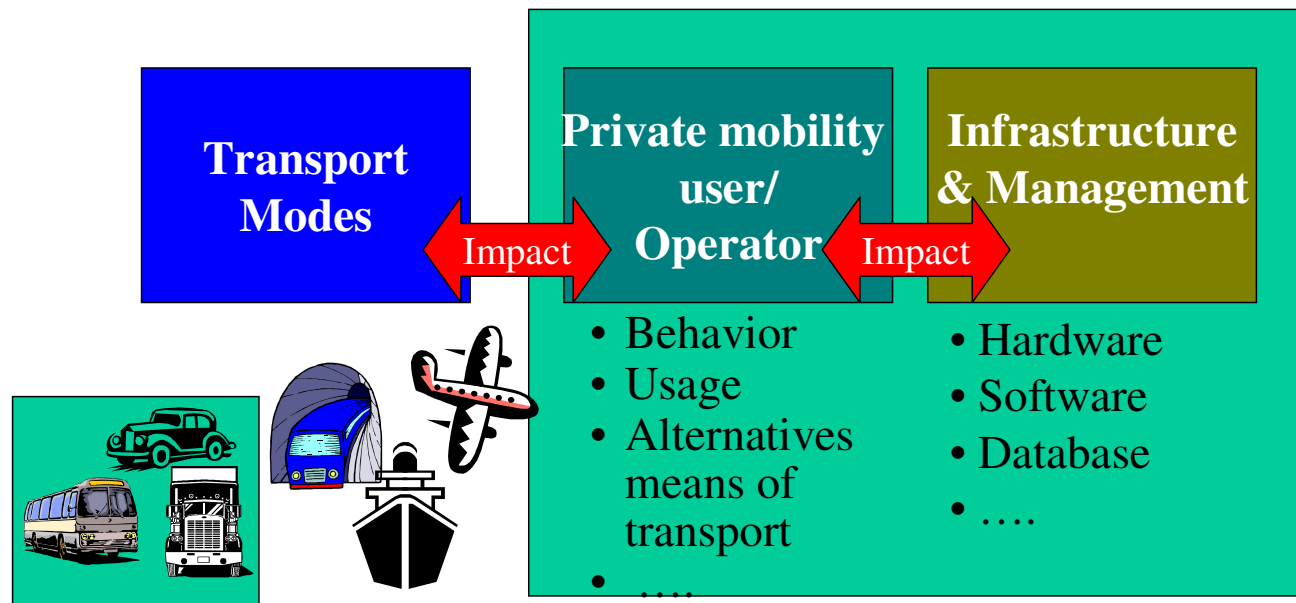
- ❑ Presentation Ms Heiber, DG INFOSOC
 - Clean & efficient mobility is the intersection between vehicle based systems, infrastructure based systems, ICT for people, and ICT for goods
 - Many projects but none dealing explicitly with clean mobility (from ADAMANT to TROP*)
 - High potential in road traffic
 - Eco-driving up to 15% of less fuel consumption
 - ACC up to 60% less pollution in specific situations
 - Traffic management up to 40% reductions of traffic stand stills and congestions -> considerable energy savings
 - Predictive Cruise Control linked to intelligent maps up to 2% of fuel economy
 - Navigations systems linked to RRTI and cooperative systems (20% market penetration already results in significant energy savings)

* Airport decision and management network , virtual enterprise for forwarders



Work Structure

Our “Field of Play”

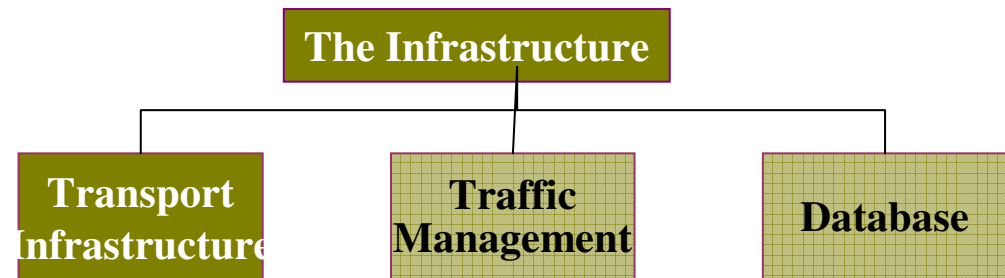
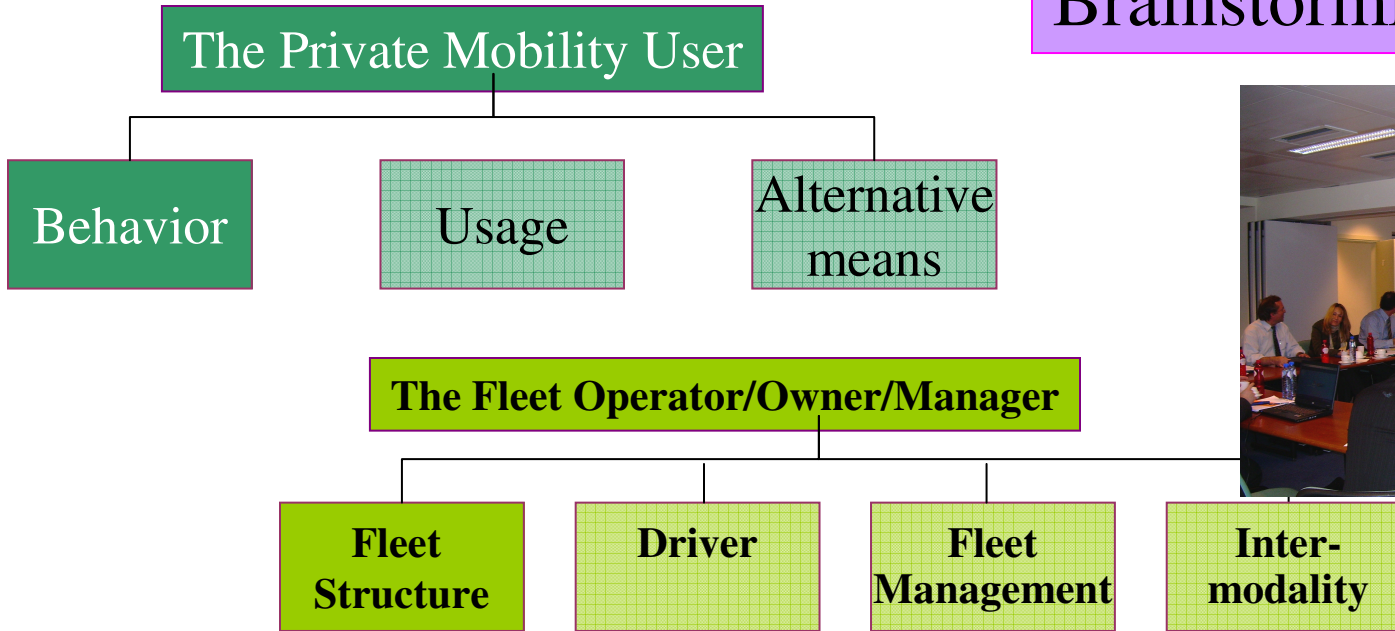


Hardware + Software



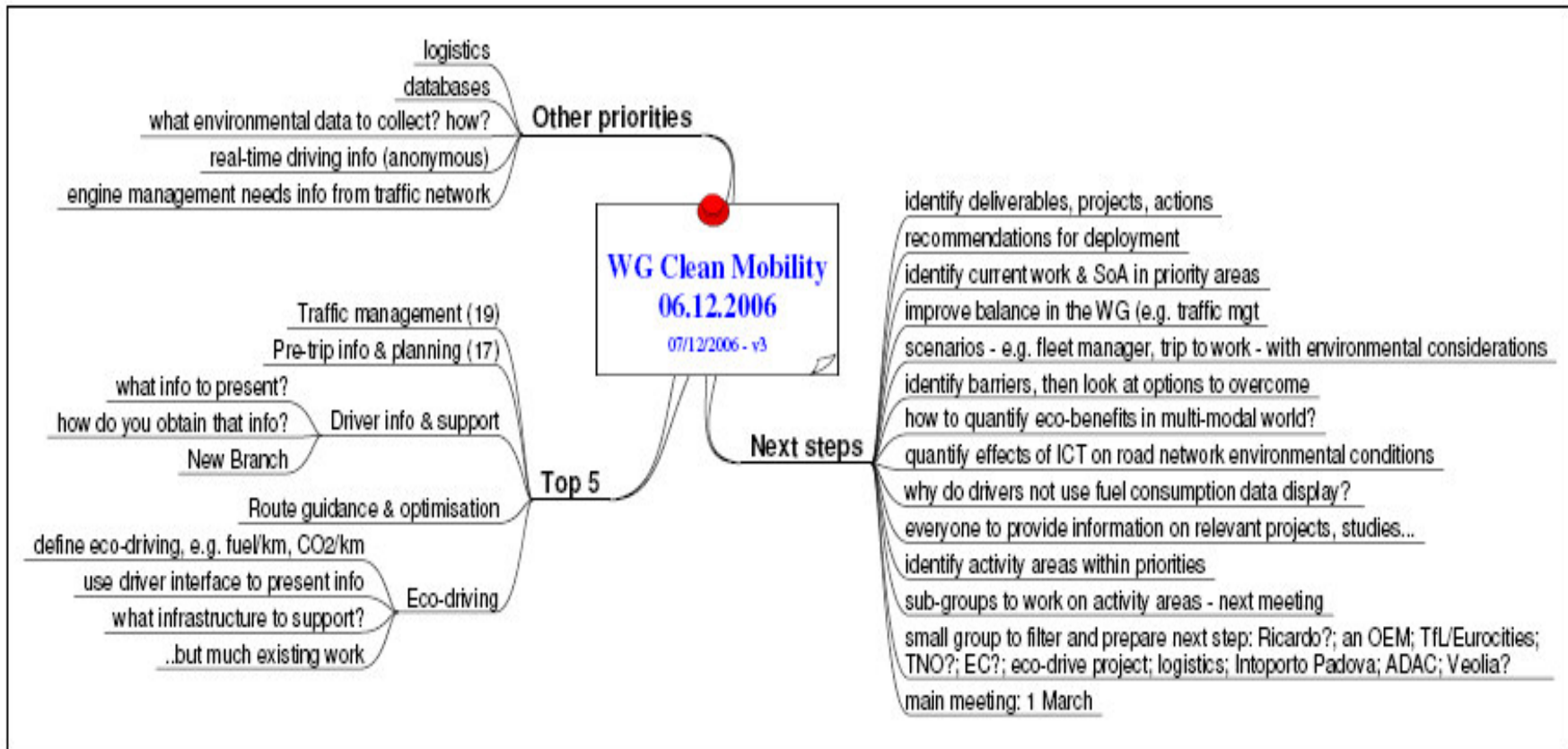
Brainstorming Structure

Brainstorming Session





Next steps





Actions/Next Meeting

- ❑ Meeting Minutes to be sent out by end of January the latest
- ❑ Identification and approach of additional participants
- ❑ 20 February 2007 (proposal)
- ❑ Formation of sub-groups

The Stakeholders

- ❑ The Driver -> Consumer organization
- ❑ The vehicle manufacturer
- ❑ The supplier
- ❑ The service provider (traffic information)
- ❑ The mobile network operator
- ❑ The infrastructure designer and operator
- ❑ The Traffic Center
- ❑ The Fleet operator/manager/owner
- ❑ The associated workgroup leaders (WG RTTI, WG Communication)