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Intelligent Infrastructure Working Group Minutes 16 December 2009

0. Attendees (in alphabetical order)

Tom **Alkim** (RWS-DVS), Rui **Camolino** (ASECAP), Stefan **Deix** (FERL/AIT), Stefanos **Gouvras** (DG INFSO), Bengt **Hallstrom** (SRA), René **Jacobs** (FERL/BRRC), Marko **Jandrisits** (ASFINAG), Paul **van der Kroon** (CEDR), Olivier **Lenz** (FIA), Philippe **Lepert** (FERL/LCPC), Willy **Maes** (DG TREN), René **Moser** (ASECAP), Frans **Op De Beek** (TNO)

Chair: Paul **van der Kroon** (CEDR), Rui **Camolino** (ASECAP)

Minutes: René **Moser** (ASECAP)

Apologies: Nele **Dedene** (Afdeling Verkeerscentrum), Melanie **Kloth** (Polis), José Manuel **Menéndez** (Universidad Politécnica de Madrid), Gloria **Pellischek** (ERPC GmbH), Fabio **Ricci** (AISCAT)

1. Opening and Acknowledgements

The sixth meeting of the eSafety Intelligent Infrastructure Working Group (IIWG) was held at ERTICO Premises, Brussels (16 December 2009) under the chairmanship of Paul van der Kroon (CEDR) and Rui Camolino (ASECAP).

Paul van der Kroon (PK) welcomed all those present and informed that apologies for absence were received from Nele Dedene (Afdeling Verkeerscentrum), Melanie Kloth (Polis), José Manuel Menéndez (Universidad Politécnica de Madrid), Gloria Pellischek (ERPC GmbH) and Fabio Ricci (AISCAT).

René Moser (ASECAP) was introduced as new member of the IIWG, working with Rui Camolino at ASECAP in the ITS domain.

2. Approval of the Agenda

PK briefly reviewed the draft agenda that was approved as previously distributed:

1. Opening
2. Acknowledgements
3. Approval of the Agenda
4. Approval of the draft Minutes
5. Roadmap for the Working Group (Structure of the final report and timing per item)
6. Roads categorisation update
7. Update cooperative services stock tacking (topics)
 - a. Interurban (motorways and all purpose roads)
 - b. Urban
8. Parallel sessions

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- a. Infrastructure needed and Communication Supports & Protocols and IT Architecture
 - b. Added value of Intelligent Infrastructure / basic requirements for Intelligent Infrastructure services
9. Lunch
 10. Conclusions and verification of final report timings
 11. Next meetings (depending from Steering Committee dates)
 12. Any other business
 13. Meeting closing

Based on the number of attendees it was agreed to have no parallel sessions and to discuss the topics sequentially.

3. Approval of the draft Minutes

Members urged that the minutes of the previous meeting held on 7 October 2009 were not distributed and also not available on the eSafety website. Van der Kroon (PK) and Camolino (RC) apologised for this regrettable situation. RC explained that there is a change ongoing from eSafety support to iCars support and also in the Secretariat support provided by ASECAP. (René Moser (RM) replaced Marica Scolari). RC assured to contact eSafety support to put the minutes online immediately. As all members have received the agenda for the current meeting a problem with the mailing list could be excluded.

Finally, the minutes of the previous meeting held on 7 October 2009 were discussed and approved as presented.

4. Roadmap for the WG (Structure of the final report and timing per item)

Structure of the final report:

Version "V0.1" of the final report was presented by PK.

Following amendments were agreed:

- **Chapter 5.2 "Quality"** will be renamed to "Level of Service"
- **Chapter 9 "Current roadside infrastructure"**: As a complete overview would exceed the resources of the IIWG, typical situations will be described as examples.
- **Chapter 10 "The intelligent vehicle"**: This chapter will be based on existing/approved information from the Car2Car Consortium.
- **Chapter 11 "IT architecture"**: This chapter will be mainly based on materials from COMeSafety and eFrame.
- **Chapter 13 "Recommendations for the deployment of II services"**: Organisational issues will be added as an additional sub-chapter.

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- **Chapter 14 “Relevant developments and projects”** will be included as an annex (and mentioned in the introduction). It will be enlarged to cover also relevant initiatives and programs.
- **Standardisation** will be included as a **new chapter** (→ chapter 13 – “Specification and standards”). Frans op de Beek (FB) agreed to prepare a proposal. Current chapter 13 will become chapter 14.

The revised document will be put on the eSafety/iCars website.

Timing:

The following timing was agreed:

Feb. 2010	Finalisation of work/texts
March 2010	Discussion of the 1 st draft within the IIWG and presentation to the SC
June 2010	Discussion of the 2 nd draft within the IIWG
Oct. 2010	Final draft to be sent to the eSafety Forum

Stakeholder consolidation:

Based on the request of Maes (WM) about foreseen stakeholder consolidations RC summarised that CEDR and ASECAP are leading members of the IIWG and that the IIWG is represented in numerous European initiatives/projects through its members.

EASYWAY will be contacted and asked for comments in addition. A procedure therefore will be defined. Risto Kulmala has been appointed by EASYWAY Steering Committee as EASYWAY contact for IIWG.

The achievements of CVIS and COOPERS, which are expected in spring 2010, will be taken into account.

5. Roads categorisation update

Camolino (RC) gave a brief summary about the categorisation that EASYWAY had drafted. This categorisation will end up with more than 20 categories. It was discussed that this could be too much. Further, it is not sure that EASYWAY will decide on this categorisation soon. Jandrisits (MJ) stated that he got the feedback that proposed categorisation is working well within EASYWAY. Maes (WM) asked to simplify the categorisation as much as possible. Hallstrom (BH) proposed to use EASYWAY as the basis and to bundle categories. MJ stated that the IIWG should agree on something existing as it is not the main task of the WG to define road categories.

Decisions

- A final solution should be agreed next meeting.

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6. Update cooperative services stock tacking (topics):

Op de Beek (FB) was invited to give an update about the questionnaire. He informed that 9 members of the IIWG have completed the questionnaire. In addition the questionnaire was sent to National Road Administrations (NRAs). In the NRAs results also the service list of ETSI was taken into account. To achieve a complete overview, IIWG members should be asked to give their opinion to these services too.

Decisions

- ii. FB will ask the 9 IIWG members who already completed the questionnaire to comment also the ETSI services. The other members of the IIWG will be asked again to complete the whole questionnaire.
- iii. Next meeting the different views of IIWG and NRAs about “Who should be in charge?” will be discussed.

7. Infrastructure needed

Based on the excel sheet “Infra requirements supporting services (draft)” presented by Hallstrom (BH) following comments were received / aspects were discussed:

- Maes (WM) stated that the current title of the table could be too restrictive. For example, it should be open to fully support cooperative systems where the vehicle itself will be the sensor. Further he raised the question about an additional survey on the needs → how will information be collected in the future? → from sensors to cars.
- Lepert (PL) stressed that Intelligent Infrastructure will offer services both, to users and to road managers, e.g. for (winter) maintenance or black spot identification. Therefore road managers should play a more important role. WM added that “Road Management” should be taken into consideration as a new category.
- FEHRL representatives informed about the project of INTRO (Intelligent Roads). Deix (SD) will provide further information about INTRO. It was agreed that achievements of INTRO should be included in the questionnaire.
IIWG members will receive an updated document. CEDR members, who have also received the questionnaire, will not be contacted again – as only minor changes are expected.
- Based on WM for all the services a survey should be done, focusing on the question “Which and when will be which infrastructure available?” – from 2010 (Variable Message Signs) to 2030 (“Something” inside the vehicles).
Further WM stated that the basic need - “The road operator has to detect quickly an incident!” - should also be taken into consideration.
To analyse the needs would be more important than focusing on technologies → the needs are always the same, technologies will change.
- Gouvras (SG) added to include also the needs of EV (Electric Vehicles).

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Decisions

- iv. It was agreed to update the questionnaire according the discussion above.
- v. The questionnaire will be split in a) urban and b) interurban regions.

Lunch

8. Communication Supports & Protocols and IT Architecture

This issue was postponed to the next IIWG meeting.

It was agreed to build-up on existing projects / approved things.

9. Added value of Intelligent Infrastructure

Maes (WM) reminded to take care of the terminology “Value Added Services”. It must always be clear to whom VASs are addressed:

- Users
- Road managers
- Control bodies
- Society

Gouvras (SG) added for example the benefits for road planning → based on detailed data about traffic sources and destinations.

It was agreed to screen the following projects concerning their achievements on added value of Intelligent Infrastructure:

- COOPERS –Jandrisits
- SafeSpot –Alkim
- CVIS –Jacobs

Summaries should be sent by the persons in charge until 11 January to Frans op de Beek.

In addition WM will provide a summary based on US studies.

Gloria Pellischek will be asked to provide input from the EV (Electric Vehicle) initiative.

Finally, a good and clear picture of the benefits of Intelligent Infrastructure should be given to decision makers based on the information available.

Cost/benefit assessments should be done for some examples.

10. Basic requirements for Intelligent Infrastructure

Maes (WM) stated that a business model including institutional and organisational issues would be required.

Op de Beek (FB) added that a proposal for organisational issues will be included in the final report as agreed today morning. SafeSpot has done this for Safety applications. For Intelligent Infrastructure figures do not exist at the moment.

The basis for a business model must be the definition of services for which a business model should be done.

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Based on the experience of WM it will be necessary to have also some mandatory services (e.g. dangerous goods transports, animal transports) as enablers. Based on them VAS could be established.

Decisions

- vi. Participants agreed that a business model should focus on qualified aspects and that a roadmap for Intelligent Infrastructure would be required.

Concluding the discussion, following aspects were identified as crucial for Intelligent Infrastructure:

- Legal requirements
- Standards
- Privacy matters
- Warning/info vs. direct intervention

11. Conclusions and verification of final report timings

Following tasks were agreed:

Identification of Intelligent Infrastructure related services (incl. quality)	Stefan Deix: Fehrl list Frans op de Beek: new table
Added Value of the Intelligent Infrastructure / cooperative systems	René Jacobs: CVIS Tom Alkim: Safespot Marko Jandrisits: COOPERS Willy Maes: US Stefanos Gouvras: Ideas Gloria Pellischek: Electric Vehicles Frans op de Beek: integration
Road categories	Melanie Kloth: urban Risto Kulmala: rest
Basic Requirements	Tom Alkim: contacting Han Zwijnenberg René Jacobs: CVIS Marko Jandrisits: COOPERS Tom Alkim: document about standards
Current roadside infrastructure	Marko Jandrisits
The Intelligent Vehicle	Wolfgang Reinhardt ??
IT architecture	Luis Osório ??
Communication Supports & Protocols	
Recommendations for the deployment of Intelligent Infrastructure services	
Relevant developments and projects	

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12. Next meetings

- 18 February 2010 10-15.00hrs
- 17 March 2010 14-17.30hrs
- 21 June 2010 10-15.00hrs
- 20 September 2010 14-17.30hrs

13. Any other business

No further issues were discussed.

14. Meeting closing

The meeting closed at 15:00.

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