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Intelligent Infrastructure Working Group Minutes 17 June 2009

1. Opening and acknowledgements

The fourth meeting of the eSafety Intelligent Infrastructure Working Group (IIWG) was held at eSafety Support Premises, in Brussels (17 June 2009) under the chairmanship of Rui Camolino (ASECAP) and Paul van der Kroon (CEDR).

At the outset, Paul van der Kroon thanked ERTICO for hosting the meeting, welcomed all those present and asked them to introduce themselves. He informed the presents that apologies for absence were received from Gerben Bootsma (MOT Netherlands), Martin Pipa (CDV – Transport Research Centre), Nele Dedene (Afdeling Verkeerscentrum), Wolfgang A. Reinhard (ACEA) and Roberto Arditì (SINA). The meeting started with 24 present members over 55 registered members as listed in the attendance sheet (see attachment).

The objectives of this fourth meeting were clearly specified as follows:

- I. Finalize the definition of Intelligent Infrastructure
- II. Updated results of Services questionnaire relevant for Intelligent Infrastructure
- III. Finalize cooperative eServices stock tacking (topics):
 - a. Interurban (motorways and all purpose roads)
 - b. Urban.

2. Approval of the draft Minutes (including actions)

The members confirmed the receipt of the minutes of the previous meeting held on 11 March 2009 under the Chairmanship of CEDR and ASECAP representatives. The minutes were passed with no amendments and approved as presented.

3. Approval of the Agenda as attached doc

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

09H30 Opening and registration

10H00 Acknowledgements

10H10 Approval of the draft Minutes (including actions)

10H20 Approval of the Agenda

10H30 Conclusion on pending documents

10H40 Updated definition of Intelligent Infrastructure. Final discussion

11H00 Working process of the IIWG

11H30 Updated results of Services questionnaire relevant for Intelligent Infrastructure

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12H00 Finalize cooperative eServices stock tacking (topics): a-interurban (motorways and all purpose roads) b-urban
 12H25 Next meetings
 12H30 any other business
 12H45 Meeting closing

4. Conclusion on pending documents

Frans Op de Beek opened the session with an overview of the ToR and a focus on the objectives.

He presented the final version of the Term of Reference resulting from an on-line consultation between the members and he reported that so far all the requested changes were included.

Decision

Paul van der Kroon suggested to publish the conclusions on the website, what was accepted.

5. Updated definition of Intelligent Infrastructure. Final discussion

Frans Op de Beek briefed the presents on the final document, stressing that v2v communication was also considered as part of the Intelligent Infrastructure and that proactive services were highlighted.

Decision

The group approved the final definition.

6. Working process of the IIWG

Rui Camolino reported on the draft document previously forwarded to the participants and indicated that the document had been made looking at technology.

Bengt Hallström asked whether the document referred to a common network or distinguishes different systems.

Rui Camolino indicated that the distinction in urban, interurban, and regional and motorways had been made. He further reminded that the COMeSafety architecture is an assumption, not a target.

Risto Kulmala and Marko Jandrisits agreed on applying the definition of different types of roads as agreed by EasyWay.

Gino Franco urged a clarification on the roadmap. According to him, for each service there must be a business model and that model must be the same while the business case could be

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different. The definition of services and the required infrastructure are needed independently of business models.

Luís Osório noticed that the focus is a kind of safety mobility. The main problem is to define a common language that will allow the cooperation of different stakeholders to facilitate mobility. Cooperation between different stakeholders is needed in order to create a minimal language.

Paul van der Kroon concluded that so far the two targets are defined as follows: to identify the services and the minimum technological requirement for the Intelligent Infrastructure.

Rui Camolino added that the interaction between Cooperative Systems and Intelligent Infrastructure should be covered.

Paul Kompfner reminded that we are talking about a universal communication, not a business model. First the services should be identified.

Vincent Blervaque replied that when there is one service there are different modes to apply it depending on the road characteristics.

Gino Franco urged that we should identify who is going to pay the upgrade; otherwise different services could come before a common language.

Luís Osório stressed that the focus is not only communication but to establish a technological infrastructure. It could be better to write cooperation technology (including coordination and communication) instead of equipment.

Rui Camolino replied focussing on the difference between split equipment and equipment; meaning to evolve from equipment to technological resources and improve to split technological resources and upgraded technological resources.

Decision

With the remarks made the chairs will present in the next meeting an improved version

7. Updated results of Services questionnaire relevant for Intelligent Infrastructure

In essence, Frans Op de Beek, on behalf of the sub-WG focussing on services, forwarded to the participants an overview on the results coming from the effort to sum up in a matrix the stakeholders' remarks on services and presented the results of the questionnaire to which 10 people had responded. He highlighted that the services from EasyWay had been included.

Willy Maes requested the inclusion of services detailed by ETSI. He reported that, in fact, ETSI is working on ITS defining a whole set of detailed cooperative system and they are going to put an ID for each application.

Frans Op de Beek replied that the definition of services for the IIWG is more general than in ETSI.

Moreover, Paul Kompfner informed that ETSI is an industrial WG; in fact most of the services are vehicle based.

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Willy Maes added that an interesting approach could be to make a distinction between: information, warning about congestion, control; in order to define how the infrastructure will evolve.

Lina Konstantinoula confirmed that in CVIS the same approach is applied.

Paul van der Kroon took those suggestions on board and concluded highlighting that a very short list will be defined, covering the two tasks: core services and minimum requirements. The CAR2CAR and CVIS categorisation could be seen with Economist from ERTICO.

Bengt Hallström reminded that the priority is to make an assessment of the existing network.

Gino Franco raised the point that the criteria for doing the core list should be defined.

Lina Konstantinoula reported that in CVIS the criteria are based on whether the applications meet the policy makers at different levels.

Risto Kulmala reminded that the list should be based on responsibilities and on EasyWay classification, as well as on characterisation among vehicles, V2I, I2V.

Decision

In view of the above remarks, the Chair Paul van der Kroon suggested, and the members agreed, to establish a WG: Bengt Hallström, Melanie Kloth, Risto Kulmala, Gino Franco, Lina Konstantinoula and chaired by Frans Op de Beek, in order to follow-up on the initial suggestions and give room for further discussions and come up with a proposal for the next meeting.

8. Finalize cooperative eServices stock tacking (topics):

The members had received the document prepared by Rui Camolino and were asked to examine possible modifications. Rui Camolino presented and explained the content.

Chairs invited the audience to submit specific project proposals or topics for discussions on the document.

Marko Jandrisits, Willy Maes and Luís Osório agreed that the document was too much technology oriented; more functional description was needed; besides, new services based on the existing networks are the key point.

Risto Kulmala pointed out that different types and levels of roads must be considered and Paul van der Kroon suggested taking Risto's remarks on board.

Luís Osório stressed that the infrastructure needs to establish the service requirements, in order to create the conditions for innovation. Services need to be improved to more than communication, as well as the cooperation amongst information systems. In fact, the main challenge is how to call on all stakeholders to cooperate.

Rui Camolino insisted on the need to include both the analysis of communication required for i2v and also the information system for each service, agreeing, therefore, different stakeholders need to cooperate to establish the services.

Paul Kompfner reaffirmed that the intelligent infrastructure is in principal technology neutral. A paper defining requirements and then technological solutions to support them could be done.

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Nuno Rodrigues raised the importance of the location/positioning, due to the fact that in different countries there are different architectures.

According to Gino Franco new technologies may facilitate new services that need to be justified. The type of “market requirements” of road operators must be known and selected.

According to Luís Osório there is a state of the art that answers the needs of current services. The needs for new cooperative services need to be understood, as well as the integration of information systems of different stakeholders.

Summarising the above discussion the working group adopted that

The key factor is to define an infrastructure requirement independent of technology and able to support services, as well as to establish a set of services and try to understand the requirement of the services considering the user’s point of view and focussing on the services themselves

Decision.

In view of the above facts, the Chairs informed that a second sub-WG was created in order to define, based on the analysis of the services, the infrastructure (technological resources) necessary for each service: Rui Camolino (Chair), Luís Osório, Bengt Hallström, Nuno Rodrigues, Marko Jandrisits and Paul Kompfner.

9. Next meetings

- 7 October 2009
- 16December 2009

At 10:00am – 16:00pm at the ERTICO premises in Brussels

10. Any other business

Bengt Hallström reminded the COM eSafety meeting on the 20 Sept09.

Furthermore, Paul Kompfner invited the presents to attend the Joint workshop EasyWay and Pre-DRIVE C2X projects and Risto Kulmala recommended the E-Frame workshop on 24th Jun09.

Melanie Kloth briefly introduced the FOT NET project.

11. Meeting closing

The meeting closed at 12:45.

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.