

CEDR

National road administrations (NRAs) are responsible for Network Operations including safety, efficiency, sustainability, maintenance, traffic management and information. Their cornerstone is road safety.

These NRAs collaborate in CEDR, the Conference of European Directors of Roads.



eSafety and EU activities

The public sector, led by the European Commission, and the industry have joined hands in an initiative called eSafety for improving road safety by using new Information and Communications technologies. Together they strive to accelerate the research and development, deployment and use of Intelligent Integrated Road Safety Systems including Advanced Driver Assistance Systems.



Special attention is being paid to a new generation of active safety systems that will take into account not just the driver and the vehicle, but also the environment around the vehicle including other road users. The so-called co-operative systems will enable essential safety information to be exchanged between the vehicle and other vehicles, and the vehicle and the surrounding infrastructure as illustrated in the figure above.

Intelligent Safety Systems and the National Road Administrations

The new intelligent safety systems - especially when enabling communication between vehicles and roadside based equipment - promise a good number of opportunities for NRAs. It will allow a more efficient delivery of their current services and may provide chances for extending or improving them. But it can also be expected that the introduction of vehicle to infrastructure and also vehicle to vehicle communication will bring new players in the field and therefore affect in a fundamental way the today's role, tasks and organisation of NRAs.

This necessitates the co-operation of various stakeholders (e.g. public organisations, telecom and service providers, car manufacturers, etc). On the way to defining such co-operation, NRAs are a major stakeholder. The concept of an 'intelligent infrastructure' will also change with the integration of in-vehicle technologies and systems that can interact with the already existing roadside infrastructure. In-vehicle systems should supplement the NRAs' own systems and methods. Such systems might also prove a major saving on investments in road infrastructure (including ITS) and maintenance.

A co-operation of actors and the integration of new systems and functionalities offer the opportunity of developing new services, of enhancing services like traffic monitoring and incident management or of improving the communication with the road user. For that reason, NRAs anticipate and actively participate in the discussion and development leading to a new organisational and operational framework.

CEDR Vision 2020

In order to respond to the challenges due to increased demands for mobility of people and goods, emerging technologies facilitate a new transport system based on more intelligent vehicles and infrastructures interacting in cooperation. As an important stakeholder, proactive and customer-oriented road administrations maintain their role as network operators and provide safe, efficient and sustainable road transport.

This will result in:

- intelligent systems and services that contribute to a large reduction in road fatalities (more than 15% in 2020); The reductions in congestion, energy consumption, and the environmental burden of transport in Europe will increase with growing market penetration of these systems;
- better informed and assisted travellers and hauliers at all times - before and during their door-to-door trip;
- more effective and efficient operations by traffic managers and infrastructure providers, being adequately informed and using state of the art technology to deliver services responding to current and future traveller needs.

CEDR Strategy and Road Map

To achieve this vision, CEDR has developed a Road Map describing CEDR and NRA aims and planned actions in the domains of a) Implementation framework, b) Priority services, c) Business models and cases, d) Legal issues, e) Architecture and standardisation, and f) Involvement in the eSafety and other EC processes.

Realising the Strategy

CEDR and NRAs are realising the strategy by focussing on the most urgent actions in the Road Map with a coordinated guidance within CEDR. CEDR and specific individual NRAs have committed themselves to initiating all these actions by 2009 . These most urgent actions relate to:

- Real-Time Travel and Traffic Information (RTTI)
 - Monitoring of traffic and environmental conditions
 - Consistency of in-vehicle and roadside information
 - Extending monitoring on non equipped motorway segments
 - Agreement on free-of-charge messages
 - Pan-European business vision and framework
- Speed Alert
 - Business model, impacts, benefits of European speed limit database
 - European roll-out plan for speed limit data
- Implementation Framework
 - Identifying minimum set of 'policy guidelines' supporting individual NRAs
 - Business case and awareness of benefits from intelligent safety services
 - Consultation/ regulatory platforms, agreements and standards