CAR 2 CAR -Newsletter-

Issue 13 / September 2014

CAR 2 CAR
COMMUNICATION CONSORTIUM

Increased demand to gain insight into C-ITS deployment preparation
by Sonja Eickmann, C2C-CC

With the market introduction of C-ITS closing in, the CAR 2 CAR Communication Consortium enjoys more and more popularity. The 14th partner is about to join the Consortium. Meanwhile the number of associate and development members has grown up to 30 suppliers, service providers, small and medium enterprises as well as 30 research organisations. This evolution evidences the CAR 2 CAR Communication Consortium's vital role among the European and international stakeholders in C-ITS deployment. The interest to gain insight into deployment preparation by the Consortium and to become part of this success increases.

With the support of the C-ITS standardisation by ETSI and CEN, the establishment of the basic system profile and the pilot PKI, the Consortium has created a fruitful environment for initial deployment initiatives and pilot projects. Next steps – the amendments to the profile, concepts for Compliance Assessment and road maps for deployment beyond Day One – will be presented and discussed during the CAR 2 CAR Forum 2014, taking place from 21 to 22 October in the Stadthalle Braunschweig (see page 2 of this newsletter). We cordially invite you to take part in the Forum. It will be accompanied by an exhibition by currently 21 active and basic member companies. Locally residing CAR 2 CAR members are furthermore organising a driving demonstration of selected C2X use cases. You shouldn't miss the chance to participate in this event.

With the present CAR 2 CAR Newsletter, we aim at getting you in the right mood for reflecting the latest activities by the CAR 2 CAR members and the project environment. The Amsterdam Group operated a Special Interest Session at the ITS European Congress in Helsinki and an ITS Corridors Meeting (see page 3). The European DRIVE C2X project held its final event in Berlin with more than 200 guests, the research initiative UR:BAN invited to the presentation of interim results (see page 4), and the German Aerospace Center celebrated the Kick-Off of the Application Platform Intelligent Mobility (page 6), providing a large-scale research facility for resident and transregional partners. Additionally, the French Pilot SCOOP@F and the ANIKA-Project having recently started in two German federal states will be introduced.

We are looking forward to meeting you at the CAR 2 CAR Forum!

CAR 2 CAR Forum 2014:
How to focus the joint efforts for a near-term start of deployment
*by Sonja Eickmann, C2C-CC*

From 21 to 22 October 2014, the Stadthalle Braunschweig will host the 8th CAR 2 CAR Forum. It is expected to tie in with the success of the previous year's event in the MAN Truck Forum in Munich which was joined by more than 200 active and basic CAR 2 CAR members and invited guests. The registration process so far accrues well and the accompanying exhibition enjoys great popularity. For the first time, a driving demonstration organised by resident CAR 2 CAR members will edge the Forum, accompanied by technical presentations introducing the Application Platform Intelligent Mobility (AIM) (see article on page 6 of this newsletter).

The CAR 2 CAR Forum as usual covers a two days conference inviting all CAR 2 CAR members to jointly recall the activities of the working groups and the Consortium as a whole during the past year. The General Manager Niels Peter Skov Andersen leads through the plenary sessions on the first meeting day. They will address the framework for C-ITS deployment and the status of deployment initiatives which will be reported by partners of the Amsterdam Group and related projects. The afternoon sessions illustrate open issues for deployment like the question of spectrum sharing, security and privacy, conformance assessment, and glance at deployment beyond Day One with related road maps, standards release processes, visions and requirements.

In the late afternoon, the CAR 2 CAR active members will meet for the General Assembly addressing the yearly report by the General Manager and

8th
CAR 2 CAR Forum
21 and 22 October 2014
Stadthalle, Braunschweig
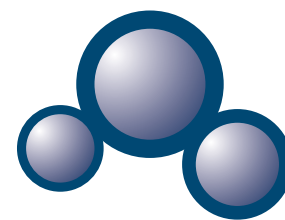
the Administrator, organisatonal as well as financial issues and the strategic direction for pushing C-ITS deployment in the oncoming years. In the evening, the city of Braunschweig invites the Forum participants to a dinner in the historical town-hall.

The second meeting day will consist of workshops organised and moderated by the C2C-CC working groups, covering amendments to the basic system profile (workshop I), deployment and implementation preparation (workshop II), Compliance Assessment (workshop III) and road maps for day two and beyond (workshop IV). The preliminary programme is still subject to alterations and will be regularly updated on the CAR 2 CAR Website. Registration for the Forum is still possible in the protected website area under http://www.car-2-car.org/index.php?id=40. All information necessary for the travel to Braunschweig are available there.

New CAR 2 CAR Members
by Sonja Eickmann, C2C-CC

TASS International
Type of Member: Associate Member
Type of Business: TASS International supports the transport industry to develop safer, greener and more intelligent vehicles by providing innovative software products, testing facilities and engineering solutions. The Mobility Center provides services and facilities for physical and virtual testing in the area of cooperative mobility and connected driving.

Hessen Mobil
Type of Member: Associate Member
Type of Business: Hessen Mobil is an upper state authority of the federal state of Hessen (Germany) and responsible for the road and traffic management. Hessen Mobil aims at providing mobility services enabling smoothly operation and progress of traffic and transport.

NORDSYS GmbH
Type of Member: Associate Member
Type of Business: NORDSYS is a medium-sized software and engineering provider with activity emphasis in developing hard- and software solutions for the automotive field. NORDSYS holds a special expertise in developing software-system-architectures, CAR2X stacks and applications for CAR2X communication.

Amsterdam Group: Special Interest Session in Helsinki
by Maarten Amelink, Amsterdam Group

The Amsterdam Group was present at the ITS Europe Conference in Helsinki which took place from 16 to 19 June 2014. Together with the Connecting Mobility programme in The Netherlands, the Amsterdam Group organised a special interest session. Through this session, its members informed the ITS community what they are working on and what joint challenges they are facing as ITS stakeholders. It led to a good discussion with the audience raising awareness to the challenges ahead.

Chairman Frans op de Beek moderated the session, introduced the Amsterdam Group and presented the current open issues for deployment of cooperative ITS. Burak Şimşek (CAR 2 CAR Communication Consortium) continued with the challenges before market introduction by highlighting the security framework and conformance assessment. Marko Jandrisits (ASECAP) followed with an update on the Cooperative ITS Corridor and specifically the Road Works Warning service.

Then Marja van Strien, managing director Connecting Mobility at Rijkswaterstaat, explained the goals of this programme and the close link to the Amsterdam Group activities. And Steffen Rasmussen introduced the city perspective on Cooperative ITS by explaining the activities by the city of Copenhagen.

The discussion with the audience, led by Torsten Geißler (CEDR), focussed on procurement, nomadic devices and business cases. The panel then complemented some ITS statements, this included the wish for saving lives, to have ITS as a common good, and the wish that the Amsterdam Group

Arranged the Special Interest Session of the Amsterdam Group at the ITS Eruopean Congress in Helsinki (from left): Frans op de Beek (Chairman of the Amsterdam Group), Burak Şimşek (CAR 2 CAR Communication Consortium), Marko Jandrisits (ASECAP), Marja van Strien (Managing Director Connecting Mobility at Rijkswaterstaat), Steffen Rasmussen (Head of Department Traffic and Urban Life of Copenhagen) and moderator Torsten Geißler (CEDR).

will not be needed anymore in 10 years time because C-ITS was successfully deployed in the meantime. Frans op de Beek concluded the session, thanked the audience and all speakers.

Amsterdam Group ITS Corridors Meeting:
Discussing the possibility of harmonising cooperative services
by Sonja Eickmann, C2C-CC

The Cooperative ITS Corridor from Rotterdam (Netherlands) via Frankfurt/Main (Germany) to Vienna (Austria) will be the first example of real C-ITS deployment in Europe. Further initial deployment initiatives are in place and several countries have announced their interest in joining existing corridors.

With these upcoming activities, the Amsterdam Group as strategic alliance of vehicle manufacturers, road operators, authorities, European cities and regions reaps the rewards of aligning implementation approaches in different regions, in vehicles and in traffic infrastructure. New challenges come up with the deployment in different corridors as each of them focuses on different services to be implemented.

These varying approaches are related to the possibility of divergence and ask for a measure of harmonisation. The Amsterdam Group has recognised these challenges and invited representatives of initial deployment activities to a ITS Corridors meeting on July 10th 2014. The goal of the meeting was to exchange information about the first deployment initiatives, their technological as well as organisational attempst and preferred services to identify needs for harmonisation and come to a common view.

The Amsterdam Group chairman Frans op de Beek could welcome more than 20 Amsterdam Group members and guests to this meeting. He outlines the focus of mutually informing about the deployment projects and corridors, the services they aim to implement and the technical ICT approach in vehicles and infrastructure. Namely the Cooperative ITS Corridor of the Netherlands, Germany and Austria with its sub-initiatives in each of the three countries, the French pilot SCOOP@F (see article on page 8 of this newsletter) and the deployment activities in in Czech Republic have been presented.

Preferences for and preparation of services differ between the initiatives while at the same time the super-ordinated objective is identical:

to transform functional and regional hot spots to area-covering C-ITS deployment. As requirements to come to this goal, valuable concepts for Root CA, IT security and privacy, common standards and triggering conditions, phases for improvements and a harmonised user experience have been identified and discussed.

Facing these challenges for initial deployment, the Amsterdam Group has identified open issues for deployment. Some of these issues should be tackled by actions of the Amsterdam Group itself, some by cooperating with partners and some by following the progress from other stakeholders.

Overall, ensuring interoperability is of highest priority for enabling seamless end-user experiences. The Amsterdam Group is seen as the right platform to discuss these issues, to bundle preferences, experiences and lessons-learned and also to inform the European Commission.

DRIVE C2X on the road to deployment:
Project results prove Europe is ready for cooperative systems roll-out
by Sarah Metzner, EICT

More than 200 ITS experts met in Berlin at the EUREF-Campus on July 16 and 17, 2014 to celebrate a major milestone towards the deployment of C2X systems – the results of the project DRIVE C2X are available:

- *A common reference system for C2X communication is rolled out.*
- *The standards are set.*
- *Field trials involving seven test sites all across Europe proved the safety and efficiency benefits of cooperative systems.*
- *Extensive business studies are available.*

Tanja Kessel, Managing Director at EICT and host of the event, welcomed all guests to the last part of the cooperative driving campaign "Making cooperative systems cooperate", the final event dedicated to the technical results and possible deployment strategies.

Keynote speaker Wolfgang Höfs, European Commission, highlighted the DRIVE C2X contribution towards standards and the global outreach of the project and summarized that the project had become a true reference for cooperative systems in Europe.

How DRIVE C2X pushes for market introduction of C2X systems Ulrich Eichhorn, Managing Director Technology and Environment at VDA, pointed out. DRIVE C2X findings back up earlier results from national field tests und that the project carried on with previous research. DRIVE C2X covers the European dimension – statements on a European scale are now possible. When comparing the project achievements with the objectives the Coordinator, Matthias Schulze, Senior Manager Environment Perception at Daimler AG summarized: "We have reached a major milestone for the deployment of C2X technology in Europe." The evaluation of the common European system in field trials across Europe verifies proper functioning of the C2X systems under real life conditions and proves European-wide interoperability. Partners have assessed the impact of the various use cases and have agreed on use cases for early deployment. In addition, the project raised Europe-wide awareness of cooperative systems and developed realistic business cases and a commonly agreed implementation strategy. What is left open is the question for a deployment decision of all stakeholders involved. To trigger this important step, the participants were asked to actively contribute and to develop a business model for selected use cases during the event. The focus was on commercial services to generate new ideas for a return of investments in communication technologies. In a business game eight teams competed against each other and had to

pitch their ideas to the audience and a jury. Finally the winning team, presenting the future service "parking hero", was awarded.

The two days in Berlin with the results presented during the conference and an exhibition with drive-by demonstration, the business game and many discussions delivered much input to prepare for the deployment decision.

Learn more about the project at www.drive-c2x.eu.

For the business game, the participants in the final event were splitted into small groups and jointly developed business models for selected C-ITS use cases. The winner of the game was the depicted team "parking hero". **Pictures: DRIVE C2X**

On the open-air site of the EUREF-Campus, two vehicles demonstrated among others the C-ITS application emergency electronic brake light warning. DRIVE C2X members gave the related explanations to the spectators, suppotred by a large screen giving insight into the cockpit of the equipped vehicles.

Matthias Schulze, Senior Manager Environment Perception at Daimler AG, could welcome more than 200 ITS experts at the Final Event of DRIVE C2X at the EUREF-Campus in Berlin. The conference was set aside for summarising the main results of the European project and outline how they decisively contribute to C-ITS deployment.

Interim results of UR:BAN: market of opportunities for experiencing safe and comfortable urban traffic and transport

by Sonja Eickmann, C2C-CC

Urban transport is shaped by unique characteristics like none other traffic scenario: Highest density of vehicles prevails, situations are manifold varying from multi-lane roads up to complex intersections, resources provided by infrastructure and the environment are restricted. Various motorised and non-motorised traffic participants are involved in this scenario with their individual mobility as well as safety needs. These circumstances require short-term decisions by traffic participants in different roles – drivers of passenger cars as well as heavy vehicles sharing the intra-urban area. The research initiative UR:BAN (User-oriented Assistance Systems and Network Management) attends to the challenges these premises bring up for science and technology. Its scope is to conceive how intelligent, cooperative driver assistance and traffic management can contribute to experiencing urban mobility free of stress, safely and economically. In celebration of the project's half time, UR:BAN partners and invited guests participated in the presentation of interim results, hosted by the German Aerospace Centre (DLR) in Braunschweig. Its site close to the research airport offered an ideal environment to present the project's progress and first outcomes in a "market of opportunities", driving demonstrations as well as test drives in simulators.

About 150 representatives of UR:BAN partners, industry, science and policy joint the event and gained an insight into the sub-projects disposed around the three pillars Cognitive Assistance, Networked Traffic System and Human Factors in Traffic. After a welcome speech of Prof. Dr. Karsten Lemmer, head of the Institute of Transportation Systems of the hosting German Aerospace Centre, and Dr. Sven Halldorn of the German Federal Ministry for Economic Affairs and Energy, each of the sub-projects has been briefly introduced.

The main scope of the event was on letting the guests experience first-hand how cooperative intelligent transport systems and services enable advanced driver assistance and intelligent traffic management. Therefore the participants were invited to saunter through the exhibition consisting of topic islands treating e.g. the protection of vulnerable road users by conceptualising measures for behaviour prediction, its recognition by sensors, analysis and transformation to advices for drivers.

Further focuses of UR:BAN lay on e.g. defining variables and algorithms for identifying the suitable driving manoeuver or combining different manoeuvers to safely deal with risky situations or on conceiving meaningful data exchange between vehicles and infrastructure and applications for safe and sustainable intelligent intersections. UR:BAN not only answers to related technical, but also organisational, operational and legal questions.

The UR:BAN research initiative is performed by 31 partners, among them vehicle manufacturers and suppliers, electronic and software suppliers, research institutes and universities as well as cities. The overall budget ranges in the amount of 80 Million Euro, half of it funded by the German Federal Ministry for Economic Affairs and Energy. UR:BAN has taken up its work on User-oriented Assistance Systems and Network Management in 2012 and will end in 2016. Further information are available online under www.ur-ban-online.org.

UR:BAN Urbaner Raum: Benutzergerechte Assistenzsysteme und Netzmanagement

UR:BAN develops innovative measures for modelling the traffic environment and use it as basis for personalised warnings, advices and recommendations for drivers in intra-urban areas.

Participants of the half time presentation could prove their own behaviour in unclear and risky traffic situations via simulated test drives.

The exhibition at the site of the German Aerospace Centre has been shaped as "market of opportunities" consisting of topic islands on Cognitive Assistance, Networked Traffic System and Human Factors in Traffic and their sub-tasks.

Kick-off for Application Platform Intelligent Mobility:
German Aerospace Centre accomplishes large-scale research facility
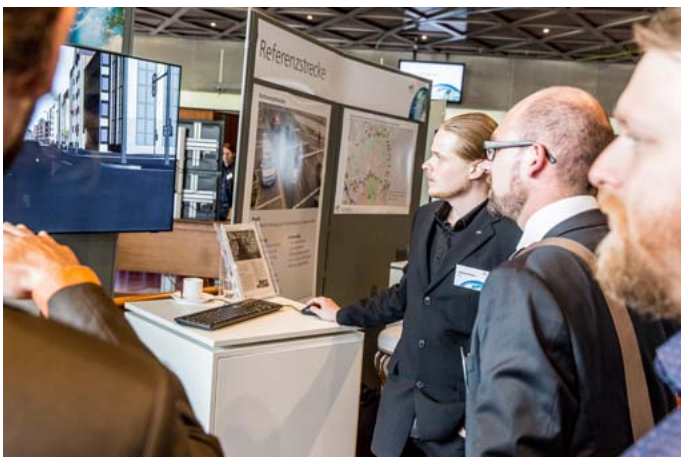
by Sonja Eickmann, C2C-CC

Prof. Dr. Karsten Lemmer, head of the Institute of Transportation Systems of the German Aerospace Centre, welcomed the guests of the official AIM-Kick-Off.

Driving demonstrations invited the participants to experience driver assistance like autonomous parking at the driver's command.

In the accompaying exhibition, participants of the AIM-Kick-Off could learn more about the different scientific tools and measuring instruments implemented alongside the AIM reference route.   Pictures: DLR

Research institutions surrounding the city and region of Braunschweig as well as transregional partners can from now onwards make use of a large-scale research facility for exploring new technologies in driver assistance and intelligent traffic management. With the Application Platform for Intelligent Mobility (Anwendungsplattform Intelligente Mobilität, AIM), the German Aerospace Centre at the site of Braunschweig has accomplished a traffic laboratory offering researchers as well as companies to investigate questions related to an efficient, safe and sustainable future mobility. On 17 July, the German Aerospace Centre celebrated the official Kick-Off of the platform after three years of development, together with the initiating partners from the federal state of Niedersachsen, the city of Braunschweig, economies and the public sector.

More than 200 guests joined the opening in the Stadthalle Braunschweig and participated in the lectures, the accompanying exhibition and driving demonstrations. The welcome speeches including a greeting of Dr. Gabriele Heinen-Kljajic, minister of science and culture of the federal state of Niedersachsen, proved that the existence of AIM is highly appreciated by scientists, economies and policy as it makes a contribution towards a safer and more efficient mobility of the future.

In the framework of AIM, a reference route on the city ring around the centre of Braunschweig and a research intersection have been equipped with advanced sensor as well as cooperative technology. It allows observing the behaviour of the manifold motorised as well as non-motorised traffic participants sharing the intra-urban space with each other. The research facility is supplemented by simulators being at command for test drives and equipped vehicles for trials in real-life traffic conditions. Connected driving simulators facilitate the examination of traffic behaviour and cooperation between different drivers and submit the evaluation of traffic management measures before they are implemented.

The variety of sources for data pooling and their combination is a unique character of AIM. Prof. Dr. Karsten Lemmer, head of the Institute of Transportation Systems of the German Aerospace Centre, explained that at the research intersection, near misses and critical traffic situations like e. g. failed notice of a bicyclist or a pedestrian when turning right or left, can be documented, analysed and translated into adequate measures for driver assistance.

A railway crossing in the north of Braunschweig is equipped for analysing critical situations concerning railway and road traffic. A main focus of AIM lays on investigating and proving the potential of V2I applications for traffic safety and efficiency: Along the test route, cooperative road side stations are mounted at traffic lights enabling them to communicate with approaching vehicles and supporting applications like signal phase and timing, prioritisation of public transport and emergency vehicles.

Projects in the framework of AIM furthermore cover natural driving studies. Private passenger cars are therefore equipped with measuring instruments, sensors and cameras to chart driving behaviour and detect the comportment in stress situations, to draw conclusions on meaningful driver assistance.

With this diversity of scientific tools and measuring instruments, AIM can be understood as a model kit being expandable and adapted to future research conducted in the field of intelligent mobility. The initialisation and operation of AIM is funded by the Federal Ministry for Economic Affairs and Energy, Ministry of Economics, Labour and Transport of the Federal State of Niedersachsen and the Ministry of Science and Culture of the Federal State of Niedersachsen.

ANIKA: Extending emergency telephones for V2I communication

by Sonja Eickmann, C2C-CC

In many European countries, public emergency telephones alongside motorways and rural roads offer a free-of-charge emergency service in case of an accident or vehicle breakdown. Even with the increasing usage of mobile phones, in 2013 the 16.000 German emergency phones on motorways have been applied over 70.000 times for emergency calls.

In the near future, the benefits of emergency telephones might even get one step further: Two research projects in Niedersachsen and Sachsen-Anhalt in Germany prove the technical feasibility of upgrading emergency telephones to cooperative ITS road side stations. The ANIKA projects (ANIKA: Aufrüstung von Notrufsäulen zur V2I Kommunikation an Autobahnen – English: Upgrading emergency phones on motorways with Car-to-Infrastructure systems) will enable and validate comfortable data exchange with vehicles. The Niedersachsen project is funded by the Ministry of Economics, Labour and Transport. The Sachsen-Anhalt project is funded by the Ministry of Science and Economics respectively by the Ministry of State Development and Transport. In both projects, resident SME companies perform the work with support of research organisations.

There are many reasons for emergency phones being a promising potential carrier of ITS road side stations for V2I communication: Usually you will find them in a constant distance of about two kilometres on both sides of the motorway. A power supply is already available. And last but not least: all 16.000 emergency phones alongside German motorways are connected to a single emergency call centre. This call centre dispatches the calls and forwards them to police departments, fire brigades or rescue services. Emergency telephones herewith provide ideal conditions to collect traffic data. By receiving and analysing vehicle-provided CAM and DENM messages, the road side unit can detect growing traffic jams and transmit these data to a central traffic management centre. By implication, adaptions of the current speed limit could directly be forwarded back into the vehicles. Other applications of interests are broken-down vehicles or road works blocking lanes of the motorway Even warnings of a wrong-way-driver on the road can be sent. In the future, some emergency phones may even detect a wrong-way driver before entering the motorway. Challenges for serving these applications, e. g. range or shading, will be examined by ANIKA. To explore all questions related to the technical feasibility, ANIKA partners will start with a requirement analysis. Regarding different surrounding conditions along the motorways the teams expect a wide range of upgrade demands. The existing infrastructure will be compared with the requirements of existing cooperative hard- and software components already in use. ANIKA focuses separately on each stage of the communication path:

- from vehicles to the emergency phones,
- from the emergency phones to other emergency phones as well as
- from the emergency phone to the central call centre,
- the analysis by software in the call centre,
- the way back from the call centre to emergency phones and
- from emergency phones into vehicles.

After the requirements analysis, the ANIKA partners will specify hard- and software components and install them on a few emergency vehicles at motorways for test purposes. Laboratory tests will be extended by field trials with C-ITS capable vehicles. Besides a dedicated work package dealing with C-ITS applications ANIKA partners also bundle the existing standards relevant for V2I communication via emergency phones and the central call centre.

Emergency telephones with their distinctive appearcance are mounted in a constant distance of about 2000 meters on both sides of German motorways, on its ramps and exits. The ANIKA projects aim at extending them to cooperative ITS road side stations.
Source: GDV DL GmbH

All emergency telephones are coherently connected to one central call centre which dispatches the calls and forwards them to the police, fire brigades or rescue services. In future, the emergency telephones could also collect traffic data and forward them to a traffic management centre.
Source: GDV DL GmbH

While the ANIKA project in Niedersachsen focuses on the communication paths and the connection to the call centre, the project in Sachsen-Anhalt develops a virtual infrastructure model. In this simulation, many parameters can be varied, e.g. wireless ranges or potential disturbances due to shading by heavy vehicles or by the environment. This will enable the ANIKA-team to propose locations where an upgrade of the emergency telephones can be meaningful or to estimate which applications will be supported. Besides proving the technical feasibility, the outcomes of the ANIKA project shall be guidance for economical and political decision-making.

SCOOP@F: Implementing pilot sites, proving services and defining a national road map

by Alain Servel, PSA Peugeot Citroën

SCOOP@F intends to connect more than 2600 vehicles with 2000 kilometers of different kinds of roads: structuring roads in the metropolitan area, interurban two-way roads, bi-directional roads, streets. It includes harmonisation activities at European level in connection with other European partners and the EU cooperative ITS platform implemented by the European Commission (DG Move). It will cooperate with the current other European pilot projects like the Cooperative ITS Corridor project enacted by Austria, Germany and the Netherlands in 2013. SCOOP@F is composed of two parts, SCOOP@F – Part 1 (implementation of the pilot sites) from 2014 to end of 2015, and SCOOP@F – Part 2 (experimentation of the services and definition of a national roadmap) from 2016 to end of 2017.

From 2014 SCOOP@F – Part 1 covers:

- *Specifications, developments of services in cooperation with the other European pilot projects*
- *Specifications, developments of on-board units*
- *Implementation in the five pilot sites: deployment in vehicles and roads*
- *Implementation of the validation and security structures*

*Beyond 2015, SCOOP@F - Part 2 will cover:*

- *Experimentation of the services in pilot sites including cross-tests with other European Member States*
- *Evaluation of the results of the pilot project*
- *Introduction of new services and possible extension of the pilot sites (more vehicles and roads)*
- *Definition of a national road map for deployment of the Day-1 cooperative ITS*

The project consists of five specific sites characterised by differences in geography, transportation systems, types of roads: Ile-de-France, "East Corridor" between Paris and Strasbourg, Bretagne, Bordeaux, Isère.
Based on mature technologies available, the implementation of the pilot sites will be made by the SCOOP@F partners under awarded contracts. Roads and vehicles will communicate with each other using wireless communication networks:

- *Short range communications (ITS G5 5.9GHz). These will be established by the deployment of on-board units inside vehicles, and road-side units.*
- *The cellular network 2.5G (EDGE, 3G, 4G).*

The objective of SCOOP@F is to improve the safety of road users and also of road operating staff being present at road-works or road maintenance operations. It must also help to improve traffic management and multi-modality. To achieve these objectives, SCOOP@F will provide five types of services, with a clear focus on improving road safety (as a priority, in connection with priority c) of the European Commission's ITS Directive, 40/2010/EU):

- *Data Collection (V2I)*
- *Road-works Alert (I2V)*
- *On-Board Signaling (I2V)*
- *Road Traffic Information (V2V & V2I)*
- *Park and Ride (I2V)*
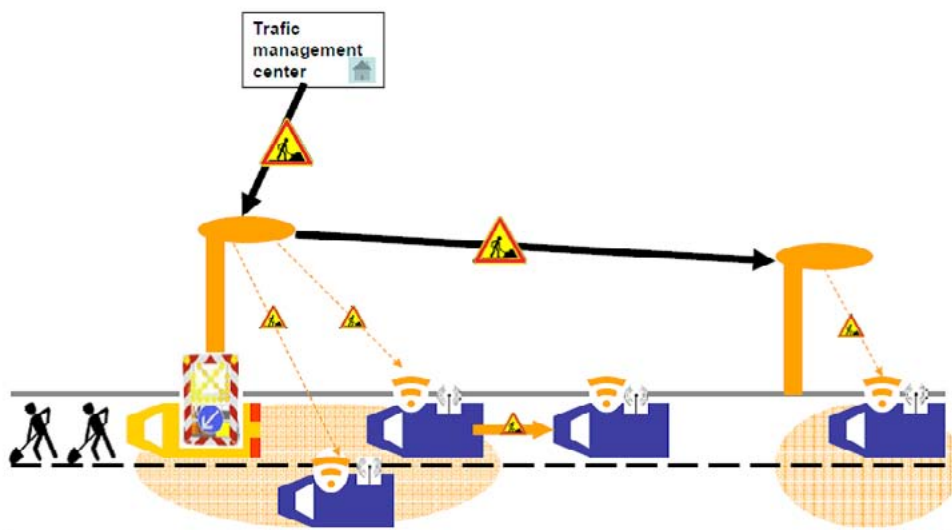
The partners of SCOOP@F are:

- *The French Ministry of Transport,*
- *Local Authorities (Conseils généraux des Côtes d'Armor, du Fin-istère, d'Ille et Vilaine, de l'Isère, Conseil régional de Bretagne, City of Saint-Brieuc)*
- *TEN-T Road Operators (3 Directions Interdépartementales des Routes, Sanef)*
- *Automotive manufacturers (PSA, Renault)*
- *Universities and research institutes (Centre d'études et d'expertise sur les risques, l'environnement, la mobilité et l'aménagement (CEREMA), Institut français des sciences et technologies des transports de l'aménagement et des réseaux (IFSTTAR), GIE RE PSA-Renault, Université de Reims Champagne-Ardenne, Institut Mines-Télécom).*

In addition, automotive and road equipment suppliers are contributing by the development and realisation of On-board and Road Side equipment.
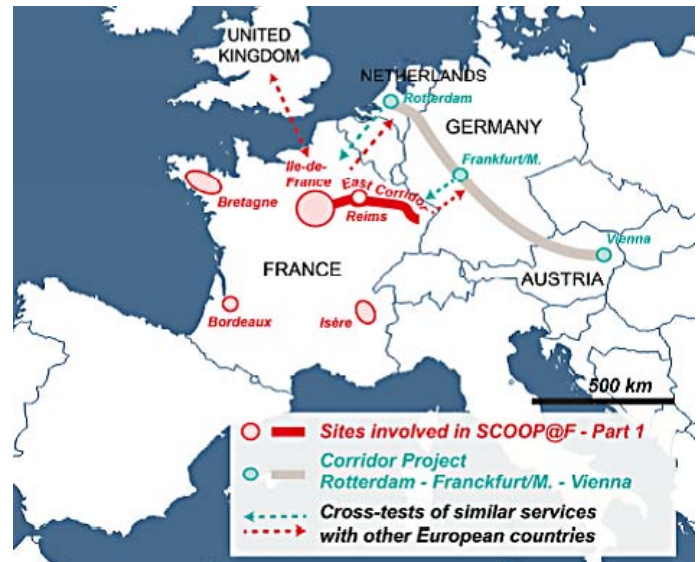
Announcements

by Sonja Eickmann, C2C-CC

Conference on Intelligent Mobility

Vernetzte Daten
Digitale Infrastrukturen
Intelligente Mobilität

Vehicle-to-vehicle communication, connected traffic and transport, mobility data and ITS are main topics of the first Conference on Intelligent Mobility which will take place from 6 to 7th November 2014 in Berlin, Germany. Under the auspices of Alexander Dobrindt, the German Federal Minister of Transport and Digital Infrastructure, InnoZ and ITS Deutschland invite to the conference which lays its focus on data availability, usage and protection. It consists of a two-days lecture programm, keynotes and panel discussions and an accompayng exhibition at the Federal Ministry of Transport and Digital Infrastructure. For the evening reception on the first meeting day, the participations will be invited to the EUREF-Campus in Berlin. All information about the congress format, invited expert speakers, the exhibition, the venue and registration are available under www.datenkongress.de.

HeERO International Conference

For the third time, the HeERO Consortium invites to the HeERO International Conference which will take place on 27th November 2014 in Madrid, Spain. The conference is dedicated to give the participants insight into the status of eCall deployment in the HeERO1 and HeERO2 pilot sites, including eCall for trucks, powered 2-wheeled eCall, filtering instance for PSAP, as well as into the outcome of interoperability testing, an update on standards and certification for eCall and the recommendations for the large scale implementation of the eCall service in Europe. On the day after the conference, life eCall-demonstrations will take place at the Dirección General de Traficó, Madrid. Registration is mandatory and possible under https://www.eventbrite.com/e/3rd-heero-international-conference-tickets-12634505145.

3rd eCall TESTFEST Event in Vigo

From 27 to 31 October 2014, the 3rd eCall TESTFEST Event organised by ERTICO ITS Europe and ETSI will take place in Vigo, Spain. Vendors are invited to run test sessions to check the interoperability of their IVS or PSAP devices against other devices and eCall standards requirements. The event is hosted by CTAG in cooperation with CETECOM and is shaped by debriefing sessions where experts answer technical questions as well as performance and compliance checking sessions with different means of testing. All information about the event, participation fees and the registration interface can be found on https://www.eventbrite.com/e/3rd-ecall-testfest-registration-12121454597.

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