



Editorial

Dear readers,

It is with a mixture of sadness and pride that I introduce this newsletter: sadness because it is the final newsletter of the FOT-Net project, yet pride, in recognition of the great work achieved by FOT-Net in terms of networking the FOT community and supporting the many FOT projects through the numerous tools and activities FOT-Net has developed.

In this newsletter, you will read about the outcomes of recent activities undertaken by FOT-Net and indeed activities still underway today. The project has been very busy throughout 2013 facilitating knowledge transfer on different aspects of running a FOT, notably impact analysis and data gathering and analysis, and on topics such as cooperative systems deployment and speed alert. The conclusions from these events will serve to enhance the FESTA methodology, which is currently under revision and will be released towards the end of this year.

The findings of the various FOT-Net Working Groups, set up to further knowledge and insight on the key aspects of carrying out a FOT, will also feed into the FESTA revision. An overview of the findings to date from some of these groups can be found in this issue.

All that remains for me to say is congratulations to the FOT-Net partners for a job well done.

Enjoy your read.

Myriam Coulon-Cantuer,
FOT-Net Project Officer
DG CONNECT, European Commission



In the spotlight

FOTsis: Cooperative services open a window of great opportunity for road operators

In line with the EC's priorities, FOTsis not only contributes to increasing road safety and mobility but will also leverage the necessary economic benefits to make European road operation companies more competitive on a local and a global scale.

The deployment of cooperative services requires better communication between vehicles and infrastructure. While many projects in the field of cooperative services focus on vehicles, the FOTsis project's main focal point is the road operators who play a key role in the interaction between drivers, administrations, communication operators and emergency services.

The seven close-to-market cooperative services tested under this project range from Emergency Management, Safety Incident Management, Intelligent Congestion Control, Dynamic Route Planning, Special Vehicle Tracking, and Advanced Enforcement over to Infrastructure Safety.

In an interview given to the ERTICO team, FOTsis Coordinator Federico García-Linares Fontes of OHL Concesiones, highlights the main outcomes of the project to date. First of all, there is the development of a common communication architecture and the contribution to standardisation. Experience so far has demonstrated that, despite the existence of an ETSI standard for communication architectures, different technologies continue to pose a challenge in terms of interoperability. Clearly more needs to be done to achieve truly interoperable services and the FOTsis project has already made a big contribution in this respect by revealing the limits of the current approach. Another major achievement that will be fully tangible in the near future will be the business models. FOTsis is currently deploying the FOTs and will start having some hard data to assess the services by autumn 2013.

The principal hurdle encountered so far mainly has to do with the fact that systems are tested in real-life conditions, while normal highway operations cannot be disrupted or affected in any way. Additional challenges that have arisen have been the training of personnel to use these new technologies and equipment as well as the involvement of external parties such as the emergency services, that play a vital role and are committed but unfortunately lack resources.

Cooperation is vital for the project. The consortium members actively participate in European and international events and FOTsis is a very active associated partner of FOT-Net. The FOTsis Club is the main framework for cooperation with groups outside the project and two more workshops are planned for 2014.

Asked about the main lessons learned from this project, the project coordinator said that with so many partners involved in the project, the development of relevant impact areas and the corresponding analysis methodologies to ensure that the project remains focused is indispensable. Good coordination between all actors is also required to establish common data collection and storage structures.



In the spotlight continued...

The recruitment of drivers is a difficult task but the national automobile clubs (e.g. RACE in Spain) offered help in this regard. Finally, cooperation with other projects remains very important, also to take the steps to ensure interoperability between systems.

The project will contribute to not only improving safety and mobility but will also deliver economic benefits. Exploiting the FOTs project results, the companies involved in road operations may innovate their services on offer and as such will become more competitive not only in Europe but especially with regard to developing economies that are becoming global players. Fortunately the European Commission has been providing the right tools for the industry to work on its competitiveness in a globalised world.

FOT-Net services

Tools for FOTs

The implementation of a FOT or NDS (naturalistic driving study) requires specific tools for data acquisition, handling and analysis. In previous FOT and NDS these tools were developed specifically for that FOT or NDS taking into account the specific needs and requirements. Within FOT-Net a tool inventory has been created. The inventory attempts to list all available tools and specify these tools as far as the tool specification are accessible and public. This allows a selection of the most suitable tool for the new FOT/NDS.

All tools are clustered in different segments depending on the necessity for usage and in close relation to the main steps defined in the FESTA handbook (tools for preparing, tools for using and tools for analysing). Tools for data acquisition, tools for database structure and data management and tools for data analysis were therefore collected. Furthermore tools for planning and carrying out the test have been gathered in order to take needs for cooperative system FOTs into account.

For each of the identified tools, a general context is given in order to provide details with regard to the manufacturer, usage, costs and others. Additionally technical information is provided to select the most suitable tool for the new FOT/NDS. Altogether more than 85 tools have been identified and are available to website visitors.

The tool inventory is available to the public in the FOTNET wiki. Please visit it at: http://wiki.fot-net.eu/index.php?title=Tools_for_FOTs

New revision of FESTA handbook to be issued by end 2013

The FESTA methodology is a live entity. The FOT-Net partners are continuously working to keep it up to date, introducing new issues and collecting feedback from the users and all other stakeholders. After issuing the last revision of the handbook on September 2011, five working groups were launched with the objective to extend the methodology framework with consolidated state of practice. These working groups focused on Data analysis; Events and incident definition; Legal and ethical issues; Impact assessment and scaling up; and Data sharing.

After almost two years of interviews, workshops, presentations of preliminary results at main ITS conferences, and FOT feedbacks, the

outcomes will be synthesised in September 2013 and then consolidated and introduced in the FESTA handbook in the last quarter of 2013.

An important step of the consolidation process is a workshop planned in Turin on 4-5 November 2013, when a first version of the new contents will be discussed together with the feedback of experts from the currently running or recently finished FOTs who had the chance to use the FESTA methodology. The workshop will provide an additional opportunity for further adjustment of FESTA with the objective to produce a revision of the handbook that is fully up to date and, in the spirit of FESTA, shared among the FOT community.

Outcome of FOT-Net Working Groups

This article provides an overview of the outcome of several FOT-Net Working Groups (WG).

• Impact assessment and scaling up

The goal of the WG on Impact assessment and scaling up (which started in 2011) is to further enhance and revise the FESTA methodology in terms of impact assessment and scaling up. Activities to date have focused on defining the WG topics, interviews with experts, a round table at the FOT-Net international workshop at the ITS Congress in Vienna, and a webinar. Future activities will be a round table at the FOT-Net international workshop at the ITS Congress in Tokyo (on data and impact analysis), and an update of the FESTA handbook.

Topics worked upon by the WG are: piloting, participant selection and experimental set-up, safety impact assessment, data issues, scaling up, integration of results, and debundling. Some more concrete examples follow. The importance of piloting the whole data chain (until

and including impact assessment) is stressed, and the idea of piloting yourself will be included in the FESTA update. To carry out a safety impact assessment different approaches are possible (e.g. using speed-accident relationships, eIMPACT method, and event based analysis). The FESTA update will contain information on in which situations (or which systems) a particular method is suitable. To explain effects that were observed during a FOT (e.g. changes in travel times), explanatory variables (such as surroundings) are very important. Collecting in-depth data for the whole FOT is usually costly and time-consuming, so a possible solution can be to collect in-depth data for part of the FOT. Because problems with data collection can occur, it is wise to identify alternative sources for data measurement and provide parallel back-up systems. Scaling up is the translation of small scale traffic effects (e.g. for a city, region, or road

stretch) to large scale societal benefits (e.g. for country or EU). At present scaling up is usually done in a direct (rough) way; via an extrapolation of effects experienced on different road types to a yearly mileage driven on these road types in the EU. Time is often a problem (scaling up is performed at the end of the FOT) as well as the availability of external data. This issue will be dealt with in more detail in the FESTA update.

• Data sharing

Large-scale FOT/NDS datasets have deepened the knowledge about why crashes occur and how the drivers behave when interacting with the vehicle and the traffic environment. The data has been collected in different projects and at different sites, mainly in Europe, the US, Japan, Australia and China. The research community would like to access these different data sets, to study for instance cultural differences in driver behaviour, how active safety systems work in different traffic environments and the impact of different traffic infrastructures.

To facilitate this new research, the Data Sharing WG has designed a framework for a data sharing platform. This framework defines the entire process, from the prerequisites that need to be handled by the project collecting the data, to the model for accessing the data after the project has ended. It also includes the technical requirements on the site hosting the data as well as on the analysis centre.

The collected data sets consist of a variety of data types, where for instance personal integrity data is regulated by national legislation and data produced by the vehicles are governed by immaterial property rights. This has been taken into account in the framework by including different levels of access rights depending on the needed security.

The framework has two targets: the main usage is for determining how to make data available after a project has ended and thereby facilitate further international cooperation, but it can also be used by data collection projects for setting the rules for internal common research.

The report is available on the FOTNET website.



An intermediate report is available on the FOT-Net website. If you wish to contribute to the WG or if you have questions, please contact the WG leader: eline.jonkers@tno.nl

• Events and incident definitions

A key goal of NDS/FOT data analysis is to understand if there are particular driver behaviours that increase crash risk, and if in-vehicle information and warning systems are able to reduce such risks. A common way to do this is to identify shorter driving segments, or Crash Relevant Events (CRE), typically 5-10 seconds in duration, where crash risk seems to be elevated compared to other driving, and then analyse these events further.

However, defining proper CRE is easier said than done. Since real crashes are very rare events, and hence rarely available in large numbers, it is safe to say that definitions of non-crash CRE with a clear-cut, indisputable connection to crash involvement have yet to be fully established. Many CRE types have been suggested and used in previous projects, but none has become a de facto standard.

The Events and incident definitions WG has gone through numerous approaches to CRE definitions used in previous projects, sorted them into categories, and then scrutinized the pros and cons of each category in terms of how project results might be effected.

The full report on these categories as well as the presentation given during the webinar on 3 September 2013 are available on the FOT-Net website.

Literature study on the state of the art of probe data systems in Europe

Probe data (floating car data) has the potential to develop transformative applications and services that can improve road operations and planning and maintenance based on traffic conditions, in addition to offering real-time information to travellers of traffic and travel conditions. Data may also be collected from mobile devices, such as smart phones or navigation devices, wherein travellers act as "probes."

The iMobility Forum has recently started a working group on probe data to advance the European innovation, standardisation and deployment agenda. One of its goals is also to support the tri-lateral EU-US-Japan collaboration on probe data. At the request of the European Commission, a short literature study has been commissioned by FOT-Net and the iMobility Forum to investigate the state of the art in Europe. After an open tender, this work was awarded to FTW (Forschungszentrum Telekommunikation Wien GmbH) in Vienna.

Sandford Bessler and Thomas Paulin from FTW are the authors of the report that has now been finalised, and will soon be available on the FOT-Net website. The report provides an overview of research findings,

experiences, and lessons learned on the development and deployment of probe data systems in Europe (and specific regions). A mapping is made of both public and private stakeholders, and the supply chain is analysed. The ongoing developments in standardisation of probe data, especially in the standardisation bodies ISO, SAE and ETSI, are described. Existing applications and services, which can be enabled by using probe data, are discussed; examples are the provision of traffic information to drivers and information about the status of the pavement to road operators. An inventory is made of European, regional and national projects and initiatives that are concerned with probe data, such as cooperative system FOTs. Commercial products and services are also described. Finally the challenges identified in the literature are addressed: open issues on flexibility, accuracy, scalability, timeliness, privacy, ownership of data, and costs.

More information about the report and the working group may be obtained from the iMobility Forum (<http://www.imobilitysupport.eu/imobility-forum>) and FOT-Net.

FOT-Net services continued...

“What are we learning about cooperative ITS deployment?”

This was the title of a joint FOT-Net 2 – COMeSafety workshop held near Turin on 23 May 2013. Its objective was to present the current status of European activities around the theme of deploying cooperative ITS (C-ITS), and to hear from those interested in deploying C-ITS what is still required before the deployment decision is taken. The workshop, attended by 21 invited guests from different stakeholder categories, was organised as an open dialogue amongst panellists drawn from the attendees. The discussion put on the table criticality, ideas for solutions, suggestions on a number of different items, including: How and which FOTs' results are usable for C-ITS deployment?; components

development; system deployment strategies; key technical issues for deployment of C-ITS; road operator specific problems; current status of C-ITS standards and expected evolution; planned and future applications introduction strategies; and business models and needs for regulation.

More details may be found in the workshop report on the past events page of the FOT-Net website.



Special session on synergy between Naturalistic Driving Studies and Field Operational Tests, ITS European Congress 2013, Dublin

Together with the UDRIVE project (the first large-scale European Naturalistic Driving Study), a special session was organised by FOT-Net on 5 June 2013 at the ITS European Congress in Dublin. The purpose of this session was to investigate the similarities and differences in FOTs and Naturalistic Driving Studies (NDS), and the lessons that can be learned from both approaches. The following topics were discussed: the development and role of research questions and hypotheses, study design, data analysis issues, the identification of relevant events in the data, and the expectations and needs of stakeholders. All presentations are available on the past events page of the FOT-Net website.



FOT-Net international workshop on impact and deployment of FOT results and data, Tokyo, 14 October 2013



The general objectives of this workshop include reinforcing the global FOT network in order to exchange knowledge, best practices and foster cooperation for FOT activities and supporting the coherent development and implementation of FOTs at European and International level. In this edition

of the FOT-Net workshop, four round tables will address issues related to data and impact analysis; strategies for deployment and satisfying stakeholders' needs; sharing of driver data from FOTs and Naturalistic Driving Studies; and, sharing of cooperative systems data. A plenary session will discuss the outcomes of the round tables.

For more information, including the draft programme, go to the upcoming events page of the FOT-Net website.



Stakeholder meetings

Joint FOT-Net - ADASIS - TN-ITS Stakeholder workshop: Speed Alert: from research to deployment

On 4 June 2013, before the ITS European Congress in Dublin, a workshop on Speed Alert Systems, also called Intelligent Speed Assistant (ISA) organised by FOT-Net, ADASIS (Advanced Driver Assistance Systems Interface Specification) and TN-ITS (Transport Network ITS Spatial Data Deployment Platform). Many FOTs have been investigating the benefits of these systems for over 10 years. Now the industry is entering the full-scale deployment phase. The workshop looked at the ways in which these systems were tested, the outcomes of a variety of FOTs, the ways in which stakeholders deploy the outcomes and the impact large-scale deployment will have on safety, mobility and the environment in Europe. Speakers from research, industry and public authorities discussed the developments from different perspectives. Topics addressed were: the functions and variations of Speed Alert, European and national policies, standardisation, and products on the (future) market, including nomadic devices, and speed limit maps. The workshop concluded with a panel discussion on the impact of Speed Alert deployment in the next 10 years. It was concluded that although there is ample evidence of the benefits of Speed Alert, more awareness has to be raised with both the general public and politicians.



The full workshop report and all presentations are available at http://www.fot-net.eu/en/networking/stakeholders_meetings/fot-net_9th_stakeholders_meeting.htm



Right: euroNCAP pictogram for safe assist - a car can earn up to 3 points for having ISA



FESTA seminars

'Tools for gathering and analysing data, especially in FOTs of cooperative systems'

This seminar, held on 25 April 2013 in Berlin, was arranged to share experience and good practice for data gathering and analysis tools. An overview of tools for data gathering and analysis in FOTs, including the on-line inventory of tools that is being developed and made available via the FOT-Net wiki (www.wiki.fot-net.eu), was followed by a moderated session, whereby speakers from individual FOTs (euroFOT, TeleFOT, DRIVE C2X and National FOTs) provided their experiences and insights gained in gathering tools for their FOTs. The euroFOT project used CAN and camera data from test sites in Sweden, Germany, France and Italy. A Naturalistic Driving Study (NDS) used an independent logging platform developed by DLR. The Q&A considered how ADAS data was processed and uploaded automatically; how would the eye-tracking devices (in TeleFOT) cause distraction to driving and how could data quality be checked early on.

The potential difficulty of using the FESTA methodology across complex projects was discussed and some best practices were put forward. Tools for data analysis for cooperative system FOTs were looked at based on the work of Drive C2X and FOTs respectively. An open discussion then took place on experiences with data gathering and analysis tools, culminating in the recording of recommendations and lessons learned.

For example the fact that sensors which provide data are not always synchronised and that the units of measurement are not always the same – making comparison of measurements between test-sites difficult, was one of many issues.

By way of conclusion, the importance of starting early with data requirements and specs was highlighted. The tools required depend on research questions and also differ between technical and impact analysis. Piloting was also considered to be essential – even though it takes time, as were risk analysis and consideration of resources and the re-use of data. The discussion of automation vs. manual data logging recognised the need for quality/sanity checking (as data can be wrong!). A final message that neatly captured the range of discussions was: “Be prepared for the unexpected. Think about complementarity between projects, in tools, in analysis...”

The full report and presentations can be found on the past events page of the FOT-Net website.



FESTA seminars continued...

Outcomes of the FOT-Net extra seminar 'FESTA and impact analysis for CIP pilot projects' (4 & 5 April 2013)

This interactive working seminar facilitated the sharing of knowledge and expertise and intensified future collaboration between FOTs and pilot projects in view of achieving greater standardisation in approaches to impact analysis. The seminar enabled the CIP pilots to learn from the FESTA methodology developed for the FOTs but also for the FOTs to benefit from the experiences of the pilots.

An overview of impact analysis was provided which set the scene for input from each of the CIPs present on the evaluation approach they had taken. The four CIP pilots were: MOLECULES (<http://www.molecules-project.eu/>), SmartCEM (<http://www.smartcem-project.eu/>), ICT4EVEU (<http://www.ict4eveu.eu/>), MOBI.Europe (<http://www.mobieurope.eu/>)

This presentation prompted a number of questions about user-acceptance, qualitative data and guidance on questionnaire design. It was agreed that an inventory of subjective tools such as questionnaires and travel diaries would be helpful and that the FOT-Net work package on Tools should therefore add these types of tools to the FOT-Net Wiki over the coming period.

The session on the applicability of the FESTA methodology involved a group discussion on evaluation methods and scaling up issues which raised valuable issues and messages to be carried forward. A key question was "is it possible to re-create city-level figures by extrapolating from sample data"? If not, then there will be no point in scaling up data from pilot studies. Barriers and challenges were further explored in small groups under the headings: Scaling Up, User Acceptance, Data Interpretation and Strategic Issues. The final session involved group work on solutions to the latter.

On scaling up, a key message from the FOTs is that projects should identify city-comparison-parameters that enable comparable cities across the EU to

be identified where results might be most meaningfully applied. An overall challenge is the statistical significance of projections that have been scaled up from unavoidably small samples of data derived from FOTs or Pilots.

On user-acceptance, the group-work yielded some suggested areas for further work, including: Can a common questionnaire structure or compendium of standard questions be developed?; How can the respondent best be motivated to participate in a project?; When is best to gather the information / ask the questions to get a full and accurate response?

For Data Interpretation, it was observed that it is not always easy to find reliable official statistics about a region/city. It was suggested that more collaborative investigation was needed and that for example, it might be possible for FOTs to use commercially available 'geodemographic' lifestyle data to build up a segmented profile of the population. It was also suggested that test design could be made more robust through greater use of statistical methodologies and by incorporating more input from specialist experts/statisticians.

It was concluded that the workshop had helped the FOT community move closer to the real world - from FOTs to pilots - and that the valuable knowledge developed by the pilots will be incorporated back into the FESTA methodology through the review of the handbook later in the year.

The full report and presentations may be found on the past events page of the FOT-Net website.



News from FOT projects

Drive C2X



After two years of cooperative ITS rollout on six test sites across Europe DRIVE C2X starts the FOT operations. The deployment of the cooperative system for the FOT operations was efficiently planned while developing and validating the DRIVE C2X reference system. The software is based on an OSGI open source platform and provides the cooperative ITS functionalities, which are in compliance with the European standards as per the EC mandate M/453. The DRIVE C2X reference system includes a testing unit collecting logs and enabling controlled tests while monitoring and broadcasting vehicle information to the test management centre. At the same time, test scenarios are displayed in the vehicle.

The implementation of the DRIVE C2X reference systems on vehicles and test site infrastructure enabled the deployment of interoperable ITS services on the DRIVE C2X test sites. Before running the FOT operations a piloting phase verified the proper implementation of the testing process, the data management tools and the availability of infrastructures and vehicles.

The tests on the DRIVE C2X test sites will be controlled and performed under realistic conditions. These tests will be carried out on ITS corridors

being frequently used by the drivers. Driving conditions simulate realistic traffic scenarios and will therefore generate valuable user feedback. Due to the powerful testing unit and the web scenario editor, controlled tests are scheduled on many test sites. They particularly ensure the occurrence of planned events during the test runs. Controlled tests are expected to provide the required number of events for the impact analysis and data for the technical evaluation of the DRIVE C2X system.

The FOT operations will continue until autumn 2013.



Associated initiatives

Harmonised CIP electro mobility projects pilot FOT-Net activities

Within the Competitiveness and Innovation Framework Programme (CIP) "Smart Connected Electro-Mobility" four pilot projects - ICT4EVEU, MOBI.Europe, MOLECULES and smartCEM - are funded to enhance the uptake of information and communication technologies (ICT) in the electro mobility context. All four projects started in January 2012 and will last for three years. These CIP projects, which focus on specific aspects of the integration of electro mobility into given transportation systems and environments, are applying and using FOT-Net methodologies and expertise, such as the FESTA methodology. In order to harmonise and coordinate parallel activities between CIP projects, several CIP working groups were established. Besides "dissemination" and "architecture", one important cooperation topic is "evaluation". Evaluation experts from the CIP projects are working together in order to harmonise evaluation activities and, thus, make parallel CIP piloting projects' achievements comparable and combinable. For the quantitative assessment of technical system and service performances, FESTA will be used where appropriate. However, initial results and discussion showed that FESTA needs to be adapted to the specific requirements of piloting activities, which differ significantly from a conventional FOT. In addition, the evaluation working group is paying special attention to the development of a qualitative common user questionnaire to evaluate the uptake of electric mobility in general and implemented services and applications in the pilot-sites in particular. It is planned to create a "tool box" for the generation of project specific user studies. The "tool box", allowing projects to create problem-driven questionnaires, will keep studies generic and comparable; specific foci of targeted investigations may specify study elements (so called "items") to be selected from the "tool box". The categories for assessment have been agreed upon and initially elaborated by the participating CIP projects. These categories are: demographics, attitudes and technology use, travel and mobility, willingness to pay, range anxiety and user acceptance. Further discussion and refinement of categorised items are still needed. Best practices, models and expertise from other projects, e.g. from eCoMove, will be used and integrated where applicable.

FOT-Net experts are deeply involved in the discussion of an adaption of the FESTA methodology towards special needs of piloting projects as well as in the definition – and later interpretation and scaling-up of results – of a common CIP user acceptance questionnaire for electro mobility.



ICT4EVEU: <http://www.ict4eveu.eu/> **MOLECULES:** <http://www.molecules-project.eu/>
SmartCEM: <http://www.smartcem-project.eu/en/home/> **Mobi.Europe:** <http://www.mobieurope.eu/>



Copyright: Going Green

FOT-Net Wiki

The Wiki intends to be a resource for anyone interested in field operational tests, their organisation, their set up and their results. The Wiki is a living resource, fed by FOT stakeholders.

Share your FOT knowledge with the FOT community!

Updating the Wiki is quick and easy!
www.fot-net.eu/en/catalogue/



Upcoming events

20th ITS World Congress - 14-18 October 2013, Japan

- FOT-Net International Workshop, 14 October
- Special Session "Analysing the outcomes of Field Operational Tests" 15 October

FOT-Net workshop on the revision of FESTA

4-5 November 2013, Turin

Interactive-eCoMove joint final event

20-21 November, 2013, Aachen & Lommel

FOT-Net 10th Stakeholders workshop on "Naturalistic driving"

26 November 2013, Brussels

EC 2013 ITS conference

2 December 2013, Brussels

FOT-Net Associated Partners

A number of stakeholders are associated partners of FOT-Net. In this issue we introduce NetPort.

NetPort

NetPort, or formally NetPort.Karlshamn AB (svb), is a non-profit organisation based in Karlshamn in the southeast of Sweden. It is a triple helix organisation owned equally by the municipality, the university and some 50 member companies. About 20 persons are employed in the organisation and additional resources are connected to specific activities and projects as needed.

Its mission is to facilitate participation in local, regional, national and international projects and activities to support the development and growth of the region. NetPort has 2 main focus areas: digital media and ITS/intelligent Logistics. Close cooperation with the university

and companies enables NetPort to have broad expertise in these areas. NetPort is also a member of the ITS test sites of Sweden <http://www.itstestsitesofsweden.se> with an established ITS network all around Sweden.



Contact person:
Mats Jonsson,
mats.jonsson@netport.se



Contact us

Coordinator

Yvonne Barnard, ERTICO – ITS Europe,
y.barnard@mail.ertico.com

News service

If you wish to subscribe to this newsletter,
please visit

www.fot-net.eu/en/news_events/newsletter

News about your FOT

Please send your information on
FOT-projects to info@fot-net.eu

The sole responsibility for the content of this publication lies with the authors. It does not necessarily reflect the opinion of the European Communities. The European Commission is not responsible for any use that may be made of the information contained therein.

Visit our website!

Further information on FOT-Net activities is
available on: www.FOT-Net.eu

