

# 4D compass

## D 1.3 External liaison plan

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## External Liaison Plan

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## External Liaison Plan

### List of Acronyms and abbreviations

Acronym/ Abbreviation	Definition
CIP	Competitiveness and Innovation Programme
CEN	Comité Européen de Normalisation
EEI	Energy Efficient Intersection
ETSI	European Telecommunications Standards Institute
FOT	Field Operational Test
FUI	Fonds Unique Interministériel
HGV	Heavy Goods Vehicle
ISO	International Organization for Standardization
ITS	Intelligent Transport Systems
NGO	Non-governmental organization
RHW	Road Hazard Warning
RLV	Red Light Violation
V2I	Vehicle to infrastructure
V2V	Vehicle to vehicle

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### Executive Summary

During the first period of the Compass4D project, partners have already established a number of important liaisons with external entities on different levels, from international down to local levels.

Indeed, research in the area of Cooperative systems has seen a lot of activity over the last years. The European FP6 and FP7 programs have supported a large number of projects in this area. The available results of those projects will form the basis of the technology and services used in Compass4D, particularly from international projects such as eCoMove, CVIS, SAFESPOT, DRIVEC2X, FREILOT and COSMO.

This deliverable is structured in six parts describing the various liaisons between Compass4D and:

1. European CIP projects
2. Other EU funded projects
3. National projects
4. Relevant organisations
5. Standardisation bodies
6. Public authorities

Liaison with European and national projects is very strong. One of the first European research projects to mention is CVIS, which has developed several prototypes: communication and application platforms for the Energy Efficient Intersection Control, which is the base for the intersection control application itself.

The second, but not less important deployment project to mention is FREILOT, which aimed to increase energy efficiency drastically in urban road goods transport. As CVIS, FREILOT includes the Energy efficiency optimised intersection control, which is also part of Compass4D.

COSMO is another relevant project, as it offers a detailed set of specifications related to the procurement, set up, operation and monitoring of advanced cooperative services for efficient fuel and energy consumption and reduced carbon footprint.

Compass4D lessons learned and results will be shared with the relevant community also through the FOT-Net project, which comprises an excellent platform for learning from other Field Operational Tests (FOT).

A key example of relevant national projects is SPITS (2009 – 2011, the Netherlands), a public private partnership focusing on the technology deployment of technologies for cooperative driving.

The potential of Compass4D services to reach Europe-wide and possibly global deployment is closely related to the activities of three standardisation bodies, namely ETSI, CEN and ISO. Therefore, Compass4D will follow the standardisation activities, provide inputs to the relevant working groups and promote the international harmonisation with USA and Japan.

The above represent the highest priorities for liaison. However, this set is not exhaustive and does not limit the project partners' liaison ambitions with external organisations.

This document will be updated throughout the project, whenever needed.

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### 1. EU-funded CIP projects

#### 1.1. FREILOT

Compass4D will efficiently build on the results of FREILOT. The FREILOT project aimed to increase energy efficiency drastically in urban road goods transport through a holistic and integrated approach for traffic management, fleet management, the delivery vehicle and the driver. FREILOT aimed to demonstrate the benefits of the service in four linked pilot locations (Bilbao, Helmond, Lyon, and Krakow). FREILOT and Compass4D share one common service, intersection control optimised for energy efficiency, which is implemented and currently extended in the city of Helmond, who is a partner in both projects. Thus, pilot site experiences from FREILOT will be brought into the Compass4D work.

Existing guidelines and methodological procedures from FREILOT, such as FESTA and CODIA, will be used in Compass4D, in order to assess the impacts of the implemented services. These will be evaluated by comparing key performance parameters for the baseline case (without the services) and after the implementation of each service in the pilot phase.

Compass4D will implement the Energy Efficient Intersection Service, including the priority for selected high-impact vehicles. This is relevant for HGVs or emergency vehicles, like in FREILOT.

The common partners between the two projects are: City of Helmond, CTAG, VOLVO, PEEK, CERTH-HIT and ERTICO-ITS Europe.

IN BRIEF	
Compass4D contact person(s)	Pierpaolo Tona, Jaap Vreeswijk
FREILOT contact person(s)	Zeljko Jetic, Gert Blom, Guillaume Vernet
Main liaison objective	Use project results, best practices and build on pilot sites. Special focus on the EEI service.

#### 1.2. COSMO

COSMO, a project that started in 2010, focuses on deployment of Cooperative Systems for increased energy efficiency. The main liaison partners are ERTICO and Swarco Mizar. The principal aim of COSMO is to install a range of new services under realistic conditions, to provide practical demonstrations of their functionalities and to undertake a programme of rigorous tests and measurements, in order to produce a set of detailed and quantified specifications. These will cover the technical, legal and organisational issues related to the deployment of such systems. They will include recommendations regarding the optimum conditions for use, as well as detailed indications on the procurement, installation, and operation of the various types of cooperative mobility services tested. The purpose of the specifications is to offer sound, convincing and quantified information, which will stimulate their deployment throughout Europe. Since they will be based on the concrete results of a comprehensive set of pilots, they will assist in raising awareness of the potential of cooperative systems towards increased energy efficiency and hence pave the way for the large scale uptake of a new generation of energy efficient and sustainable solutions for traffic management.

COSMO services are piloted in Vienna, Gothenburg and Salerno.

Compass4D will implement the Energy Efficient Intersection Service, including the priority for selected high-impact vehicles. This is relevant for delayed public transport vehicles, like in COSMO.

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Compass4D will use lessons learnt and best practises from COSMO, particularly from the work performed on efficient intersections for public transport vehicles. To increase cooperation, Compass4D and Cosmo will hold a joint workshop during the 2013 European ITS Congress in Dublin (June 2013).

<b>IN BRIEF</b>	
Compass4D contact person(s)	Pierpaolo Tona
COSMO contact person(s)	Gonzalo Alcaraz
Main liaison objective	Use project results and best practises. Special focus on implementation of cooperative systems for public busses.



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### 2. Other EU-funded projects

Research in the area of cooperative systems has seen a lot of activity in recent years. In particular, the European FP6 and FP7 programs have supported a large number of projects in this area. The available results of these projects will form the basis for the technology and services used in Compass4D. Liaising with other research-oriented projects will be essential for the sustainable deployment of Intelligent Transport Systems (ITS) with a focus on increased energy efficiency and safety. The research community (which also contains numerous stakeholder groups needed for deployment, e.g. cities, public road authorities and fleet operators) on the other side is very interested in following specific cases on how sustainable deployment of energy efficiency oriented ITS can be achieved. Being supported by the European Commission funding and having inherited results from previous projects, Compass4D is strongly linked to the following projects.

#### 2.1. CVIS

CVIS (Cooperative Vehicle Infrastructure systems), which started in 2006 and ended in mid 2010, created a European reference platform for Cooperative Systems and a set of cooperative applications. CVIS paved the way for standardized V2V and V2I communications and applications that can be built up upon these technologies. Compass4D communications will build on the work performed by CVIS. Several key Compass4D partners have had prominent roles in CVIS, such as ERTICO – ITS Europe (coordinator of both projects), Volvo, Swarco Mizar and PEEK traffic.

IN BRIEF	
Compass4D contact person(s)	Paul Mathias , Siebe Turksma, Gino Franco
CVIS contact person(s)	Paul Kompfner
Main liaison objective	Use project results with special focus on the V2I communication applications and technologies.

#### 2.2. eCoMove

eCoMove is an integrated project focusing its research on supporting the driver to adopt a more eco-friendly driving style. The functionalities developed in the project can be seen as the next generation of FREILOT's Eco Driving Support and Energy Efficient Intersection Control services. Therefore, it represents an important basis also for Compass4D.

In addition to information sharing, the main cooperation between the eCoMove and FREILOT will be sharing of the Helmond pilot site and liaison on evaluation methodologies. The main Compass4D liaison partners are ERTICO – ITS Europe (general liaison), CTAG, Helmond, PEEK Traffic (traffic management related liaison), Vialis and Volvo.

IN BRIEF	
Compass4D contact person(s)	Paul Mathias, Rosa Blanco, Guillaume Vernet
eCoMove contact person(s)	Jean-Charles Pandazis
Main liaison objective	Use project results, build on the Helmond pilot site.

#### 2.3. SAFESPOT

SAFESPOT is an integrated project, which created dynamic cooperative networks where the vehicles and the road infrastructure communicate to share information gathered on board

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and at the roadside to enhance the drivers' perception of the vehicle surroundings. The cooperative approach envisaged a scenario, in which the vehicles and the infrastructure cooperate to perceive potential dangerous situations expanded in space and time that will only be limited by the range of the radio communications.

The Red Light Violation service, implemented by Compass4D, combines infrastructure based threat assessment with I2V notification to road users. The threat assessment in Compass4D builds on the work of SAFESPOT, considering a number of well-established use cases: existing red-light enforcement systems and an equipped vehicle intersection violation (e.g. an emergency vehicle).

The main Compass4D liaison partners are ERTICO – ITS Europe, VOLVO, Swarco Mizar, PEEK Traffic, CERTH-HIT and ICCS.

IN BRIEF	
Compass4D contact person(s)	Evangelos Mitsakis
SAFESPOT contact person(s)	Angelos Amditis
Main liaison objective	Use project results and best practices, with special focus on safety applications applicable to the RLV service.

### 2.4. FOT-NET

The FOT-Net project has as its main objective to create a networking platform for anyone interested in Field Operational Tests (FOTs), their set-up and their results.

Compass4D is not an FOT, still has however many similarities with other FOTs. These are, for example, data collection, data analysis, evaluation methodology etc. The main Compass4D liaison partners are CTAG, FIA and ERTICO.

IN BRIEF	
Compass4D contact person(s)	Gabriel Simcic
FOT-NET contact person(s)	Maxime Flament
Main liaison objective	Use project results, exchange of best practices with other pilot projects, dissemination activities.

### 2.5. DRIVEC2X

DRIVEC2X is an Integrated Project in the area of cooperative systems which started in early 2011.

The objective of the DRIVEC2X is to carry out comprehensive assessments of cooperative systems through Field Operational Tests in various places across Europe, in order to verify their benefits and to pave the way for market implementation. This general objective is split into four major technical objectives:

- Create a harmonised Europe-wide testing environment for cooperative systems
- Coordinate the tests carried out in parallel throughout the DRIVE C2X community
- Evaluate cooperative systems
- Promote cooperative driving

Compass4D shares the Helmond pilot site with DRIVEC2X. The pilot site consists of state of the art cooperative infrastructure (hardware), and the latest implementation of communication protocols (software).

The main Compass4D liaison partners are CTAG, City of Helmond, TNO and ERTICO.

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IN BRIEF	
Compass4D contact person(s)	Rosa Blanco
DRIVE C2X contact person(s)	François Fischer
Main liaison objective	Use project results, best practices and build on the Helmond pilot site.

### 2.6. TRACKSS

The focus of TRACKSS (Technologies for Road Advanced Cooperative Knowledge Sharing Sensors), a European Commission funded project coordinated by group ETRA, was to conduct research on advanced communications concepts using mobile wireless networks to deliver interoperable and scalable ITS system architectures that allowed the coexistence of a range of sensors in the same network for environmental monitoring, anti-collision, accurate positioning, safety and information for traffic management and control applications and their integration into intelligent co-operative systems. The main Compass4D liaison partner is University of Newcastle.

IN BRIEF	
Compass4D contact person(s)	Yvonne Huebner
TRACKSS contact person(s)	Budi Arief
Main liaison objective	Use project results with special focus on wireless communication and system architecture.

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### 3. National projects

In recent years, the cooperation between involved stakeholders has intensified, focusing on the deployment of smart mobility solutions. Several ITS National projects have contributed to the innovative climate of Compass4D pilot sites.

#### 3.1. SPITS

SPITS is a Dutch project, funded by the 13 partners and the Dutch Ministry of Economic Affairs. It aims to create Intelligent Transport Systems (ITS) concepts that can improve mobility and safety. The SPITS project focuses on three main areas: traffic management, In-vehicle systems and a Service download and management solution.

The SPITS communication platform is a simplified continuation of the CVIS communication system. It focuses on off-the-shelf hardware and software portability. The development work on the communication system has been done by SPITS and Compass4D partner PEEK Traffic. Currently the communication platform is used by the Compass4D cooperative intersection system in Helmond, the SPITS partners and the Grand Cooperative Driving Challenge (GCDC). The main Compass4D liaison partner is PEEK Traffic.

IN BRIEF	
Compass4D contact person(s)	Jaap Vreeswijk Bastian Krosse
SPITS contact person(s)	Siebe Turksma
Main liaison objective	Use project results and build on the Helmond pilot site.

#### 3.2. CONTRAST

The Contrast project – duration 2011/2012 – connects the different cooperative infrastructure elements of the Helmond-Eindhoven pilot site (FREILOT, SPITS, DRIVE C2X) to support over 100 commuters between Helmond and Eindhoven to improve throughput and comfort by means of in-car advisory systems. CONTRAST is a Dutch project with active participation of the Compass4D partners TNO and PEEK Traffic.

IN BRIEF	
Compass4D contact person(s)	Jaap Vreeswijk
CONTRAST contact person(s)	Bastian Krosse
Main liaison objective	Use project results and build on the Helmond pilot site.

#### 3.3. SISCOGA

SISCOGA is a national Spanish project. At present the FOT SISCOGA is operating in interurban areas. SISCOGA is an intelligent corridor for C2X FOT purposes. The intelligent corridor already offers bidirectional cooperative communication between vehicles and the traffic control system. Nowadays, it covers more than 60 km of interurban roads. DGT (Spanish National Traffic Administration) provides various safety and efficiency cooperative traffic services in this area for interurban and urban environment respectively. Also, a cooperative floating car data service is provided by CTAG to the traffic control centre.

The SISCOGA test site is also part of the EU project Drive C2X. The involvement of the Spanish National Traffic Administration in both projects (SISCOGA and Drive C2X) will guarantee that all the results obtained in terms of safety, efficiency, environment, comfort, etc. will be available to the national government, in order to take decisions about the

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implementation and deployment of cooperative systems in Spain. These results are relevant to the work of Compass4D, which will be closely connected through the partner CTAG.

IN BRIEF	
Compass4D contact person(s)	Rosa Blanco
SISCOGA contact person(s)	Francisco Sánchez
Main liaison objective	Use project results, best practices with special focus on the EEI service in urban areas and RHW service in interurban areas. Build on the Vigo common pilot site.

### 3.4. SCORE@F

SCORE@F (Système Coopératif Routier Expérimental @ France) is a collaborative research project for cooperative road systems, as part of a European framework for research. It aims to prepare the road deployment of cooperative systems in Europe on all types of road environments. This project, consisting of 20 partners, is within the framework of the call for the project FUI and has a total budget of € 6 million.

IN BRIEF	
Compass4D contact person(s)	Hasnaâ Aniss
SCORE@F contact person(s)	Gerard Segarra
Main liaison objective	Use project results, best practices, concertation with other relevant projects (i.e.: PRESERVE)

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### 4. Relevant organisations

#### 4.1. Commercial fleet operators

Commercial fleet operators are fundamental for the deployment of Compass4D, in particular after the project life. Commercial fleet operators are represented by the International Road and Transport Union (IRU), which is an international organisation representing the interests of the road transport industry worldwide. Via its network of 181 national Member Associations in 75 countries across all five continents, it represents the operators of buses, coaches, taxis and trucks, from large fleets to individual owners-operators.

Being an organization which represents a huge number of professional truck fleet operators, it is extremely important for Compass4D to receive feedback from the IRU on its services, their specifications, business models, etc. The main Compass4D liaison partners are IRU Projects and ERTICO.

IN BRIEF	
Compass4D contact person(s)	Pierpaolo Tona
IRU contact person(s)	Zeljko Jeftic
Main liaison objective	To involve more fleet operators and users in the project also after the project life

#### 4.2. EU-US Task Force

Initiated as a joint action between European Commission DG CONNECT and US Department of Transport (US DOT), the EU-US Task Force is focusing on synchronising the work in the area of Cooperative Systems between Europe and USA.

The Task Force has concretely advanced in the harmonisation of Cooperative Systems, starting with the agreement on a common terminology. Priorities for ITS deployment are also discussed and the relevant stakeholders are involved in the working groups.

As example of the EU-US Task Force successful cooperation, interoperability between an American and a European vehicle (V2V communication) was demonstrated during the 2012 ITS World Congress held in Vienna.

One of the main objectives of Compass4D is to promote global harmonisation and interoperability of cooperative systems, with a special focus on USA and Japan. Therefore, the consortium will attentively follow the work of the EU-US Task Force and, whenever appropriate, contribute to the achievement of its objectives.

The main Compass4D liaison partners are ERTICO and Volvo.

IN BRIEF	
Compass4D contact person(s)	Pierpaolo Tona, Hossein Zakizadeh
EU-US Task Force contact persons(s)	Juhani Jaaskelainen, Maxime Flament
Main liaison objective	To support global harmonisation through direct links with the US associates

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### 4.3. EUROCITIES

EUROCITIES is a network of major European cities. Its members are the elected local and municipal governments of major European cities.

EUROCITIES was founded in 1986 by the mayors of six large cities: Barcelona, Birmingham, Frankfurt, Lyon, Milan and Rotterdam.

This association includes the local governments of over 130 of Europe's largest cities and 40 partner cities.

Through six thematic forums, a wide range of working groups, projects, activities and events, its members are provided with a platform for sharing knowledge and exchanging ideas.

From a deployment point of view, EUROCITIES could support Compass4D partners to better understand the needs of the cities and also to deploy the services.

IN BRIEF	
Compass4D contact person(s)	Gert Blom (strategic deployment advisor)
EUROCITIES contact person(s)	Paul Bevan
Main liaison objective	To encourage relations and support with other external cities, in particular after the project life.

### 4.4. POLIS

Polis is a network of European cities and regions working together to develop innovative technologies and policies for local transport. Its aim is to improve local transport through integrated strategies that address the economic, social and environmental dimensions of transport. To this end, Polis supports the exchange of experiences and the transfer of knowledge between European local and regional authorities. It also facilitates the dialogue between local and regional authorities and other actors of the sector such as industry, research centres and universities, and NGOs.

Lastly, Polis was involved in the FREILOT consortium. Its experience involving local authorities can be helpful for Compass4D.

IN BRIEF	
Compass4D contact person(s)	Gert Blom (strategic deployment advisor)
Polis contact person(s)	Gabriela Barrera
Main liaison objective	To encourage relations and support with other external cities, in particular after the project life.

### 4.5. Dutch Integrated Testsite Cooperative Mobility (DITCM)

The aim of the Dutch Integrated Testsite Cooperative Mobility (DITCM) is to accelerate and tune innovations in smart mobility in the Netherlands as well as in the rest of the world.

DITCM is composed by 25 partners that are creating, testing and implementing new solutions to make mobility cleaner, safer and more reliable. The unique and broad cooperation between industry, knowledge institutes and government ensures that societal and policy goals are translated into enabling technologies and new business opportunities.

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Some of the DITCM partners are also partners in Compass4D: PEEK, Vialis, TNO, city of Helmond.

<b>IN BRIEF</b>	
Compass4D contact person(s)	Gert Blom (strategic deployment advisor)
DITCM contact person(s)	Gert Blom, Jaap Vreeswijk, Rudi Lagerwijn, Bastiaan Krosse
Main liaison objective	To support the deployment of smart mobility solutions.



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### 5. Standardisation bodies

In order to achieve wide-scale European deployment of the cooperative services, Compass4D applications need to operate in an interoperable way in different cities, different countries and between different providers of on-board and road side units. This can only be achieved through standardisation. There are three standardisation organisations, which are deemed as strategically important for liaison activities from Compass4D partners' side. These organizations are: ETSI, CEN and ISO. The main Compass4D liaison partner towards these standardisation bodies is ERTICO, supported by PEEK Traffic and Volvo.

#### 5.1. European Telecommunications Standards Institute (ETSI)

The European Telecommunications Standards Institute (ETSI) is an independent, non-profit, standardization organization in the telecommunications industry (equipment makers and network operators) in Europe, with worldwide projection.

This standardisation body is of high interest for Compass4D, as it sets the standards for Cooperative Systems communication functionalities and protocols. These standards influence directly the communication devices for the applications of Compass4D. ETSI standardisation activities will enable Compass4D to be interoperable with Cooperative System communication devices across Europe. The lessons learned and results from the Compass4D pilots will be provided as a feedback to the relevant ETSI working groups during the project lifetime in a bi-directional communication.

IN BRIEF	
Compass4D contact person(s)	Marco Annoni, François Fischer
ETSI contact person(s)	Sebastien Mueller
Main liaison objective	Bi-directional flow of information to implement standardised solutions and provide feedback to the relevant ETSI working groups. Closer liaison with ETSI CTI to set up a certification framework needed for the wider deployment of the piloted services

#### 5.2. Comité Européen de Normalisation (CEN)

The European Committee for Standardization or Comité Européen de Normalisation (CEN), is a non-profit organisation, whose mission is to foster the European economy in global trading, the welfare of European citizens and the environment by providing an efficient infrastructure to interested parties for the development, maintenance and distribution of coherent sets of standards and specifications.

In the same sense as ETSI, CEN is a standardisation body of high interest for Compass4D. CEN is the place where Cooperative Systems functionalities (such as Energy Efficient Intersection Control) and protocols are being standardised. The input from Compass4D partners into this standardisation body will start by the time that the Compass4D operational stage is running and when the key Compass4D partners have verified and validated the performance of the used applications and technologies.

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<b>IN BRIEF</b>	
Compass4D contact person(s)	Pierpaolo Tona, François Fischer
CEN contact person(s)	András Csepinsky
Main liaison objective	Ensure interoperability between all sites through strong links to relevant CEN working groups

### **5.3. International Organization for Standardization (ISO)**

The International Organization for Standardization, widely known as ISO, is an international-standard-setting body composed by representatives from various national standards organizations. The organization promulgates worldwide proprietary industrial and commercial standards.

As Compass4D targets not only European but also global harmonisation of its services, the liaison with ISO will be maintained and promoted during the project, particularly through the European Standardisation Organisations (ETSI and CEN).

<b>IN BRIEF</b>	
Compass4D contact person(s)	Pierpaolo Tona, François Fischer
CEN contact person(s)	András Csepinsky
Main liaison objective	Promote global harmonisation and adoption of the appropriate standards.

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### 6. Public authorities

The long-term sustainability of the Compass4D services will largely depend on Public authorities. Based on proven benefits from the pilot phase, the cities/public road authorities participating in the project will maintain and further develop the infrastructure. Therefore, the liaison with public authorities is a major element towards the success of the project.

All Compass4D public partners are actively promoting the Compass4D project, showing their commitment to the real life deployment of cooperative solutions and the three specific services. The project will produce reference material especially targeting public authorities, including guidelines, manuals and educational materials and will deliver a large number of dissemination actions and materials. This work intends to have a positive impact on the political support from elected leaders and as such ensure a smooth implementation of the work program. In addition to specifying a strategy and plan for project external dissemination activities, it is important to identify decision making processes in all Compass4D cities/public authorities and major key technology companies (both of these being the main deployment drivers).

This clear understanding of decision making processes needs to be complemented by a strategy for internal communication / dissemination activities. The goal is to convince decision makers at public authorities to invest in deploying Compass4D solutions (and for industry to commercialise Compass4D implementations).

Compass4D has already an excellent basis for this: in each of the seven pilot sites the public authority (city or region) is already cooperating with the industrial partner responsible for operating and/or maintaining roadside equipment.

<b>IN BRIEF</b>	
Compass4D contact person(s)	Pierpaolo Tona
Public Authorities contact person(s)	Gert Blom (strategic deployment advisor)
Main liaison objective	To raise deployment discussions with a group of external cities. Enhance cooperation and exchange of best practices between cities deploying cooperative systems. Promote the signature of the paper "Cooperation towards Europe-wide Cooperative Traffic Systems Deployment".

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- eCoMove <http://www.ecomove-project.eu/>
- ETSI <http://www.etsi.org/>
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- EU-US task force <http://www.icarsupport.eu/standardisation/international-co-operation/eu-us-joint-declaration-of-intent-on-co-operative-systems/>
- FOT-NET <http://www.fot-net.eu/>
- FREILOT <http://www.freilot.eu/>
- IRU <http://www.iru.org/>
- POLIS <http://www.polisnetwork.eu/>
- SAFESPOT <http://www.safespot-eu.org/>
- SCORE@F <http://www.scoref.fr>
- SISCOGA <http://wiki.fot-net.eu/index.php?title=SISCOGA>
- SPITS <http://spits-project.com/>
- TRACKSS <http://www.trackss.net/>