City Pool report

CIMEC deliverable D4.4

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cimec

Cooperative ITS for Mobility in European Cities

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1. What is the City Pool and how was it set up?

The City Pool is a platform for outreach to urban transport stakeholders on the subject of urban C-ITS. It has several functions: awareness raising of urban C-ITS; the sharing and building of knowledge on urban C-ITS deployment matters; gathering input on project activities (city requirements, use cases, etc.) and general dissemination. The City Pool is open to anybody with a stake in urban C-ITS, but particular emphasis was placed on reaching out to representatives of local government. The creation of the City Pool was announced several months after the start of the project (see Annex 1).

1.1. Coordination with the CODECS project

The City Pool was a joint activity of the CIMEC and the CODECS project[1], which started one month before the CIMEC project. CODECS had also envisaged the creation of a city platform for outreach purposes to be managed by Polis, a partner common to both projects. Given this overlap, Polis proposed that both projects join forces on this task for several reasons:

- To synchronise and optimise efforts to engage urban transport stakeholders, considering that urban C-ITS is not a priority for cities and engagement is therefore not easy
- To create synergies between projects, including for other project tasks (e.g., use cases)
- To avoid duplication of effort
- To ensure efficient use of resources (workshop organisation and reimbursement of travel expenses for city experts)

Since Polis was responsible for these city platforms in both projects, this joined up approach was easily achieved. In practice, this coordinated activity entailed the joint organisation of two of the three CIMEC City Pool workshops.

1.2. City Pool workshop organisation

A total of 3 CIMEC City Pool workshops was held, two of which were undertaken jointly with the CODECS project (see chapter 2). In the first two cases, the workshops were organised back to back with workshops of related projects targeting city authority representatives. Clustering different project events enabled a more attractive programme of events to be offered to city representatives.

1. Joint CIMEC-CODECS City Pool workshop – 3 March 2016 – London

[1] A CSA funded by H2020 under grant agreement No 653339. www.codecs-project.eu

Organised in conjunction with the final conference of the VRUITS project[2] which demonstrated the use of C-ITS/ITS to protect vulnerable road users

2. Joint CIMEC-CODECS City Pool workshop – 11 November 2016 – Barcelona

Organised in conjunction with the first stakeholder workshop of the MAVEN project[3], which is developing and demonstrating technologies and protocols for automated vehicles and urban traffic management

3. CIMEC City Pool workshop – 18 May 2017 - Brussels

Organised independently of other projects but immediately after the CIMEC final conference

An additional City Pool workshop was organised by the CODECS project solely on 6 June in Glasgow, to coincide with the ITS Congress. Some CIMEC partners attended this event. This workshop is not documented in this report because it was branded a CODECS-only event.

1.3. City Pool membership

Some 20 people officially joined the City Pool through the online City Pool application process. However, many more joined one or more City Pool workshops. These workshop attendees are therefore considered as being part of the City Pool. The full list of attendees at each workshop is given in chapter 2.

In total, more than 120 different people from 16 European countries were reached out to through the City Pool, including many representatives of local government – the main target group for the City Pool. Some of these people attended more than workshop, in some cases all three workshops.

A breakdown of the membership, by sector and by country, is given below.

[2] An RTD project co-funded by FP7 under grant agreement No 321586 www.vruits.eu
[3] A R&I project co-funded by H2020 under grant agreement: 690727 www.maven-its.eu

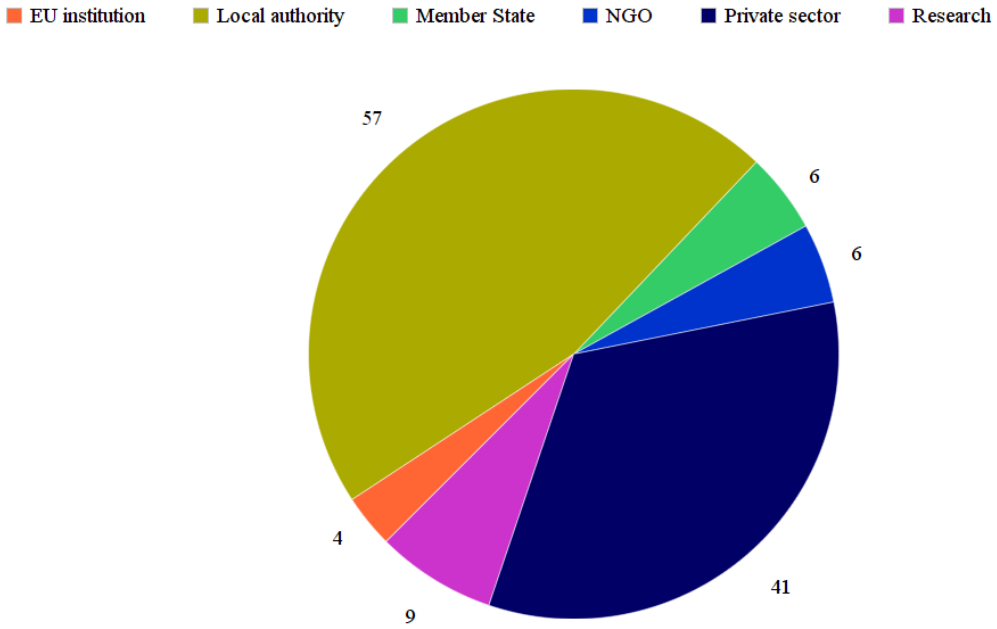


Figure 1: City Pool workshop participation by sector

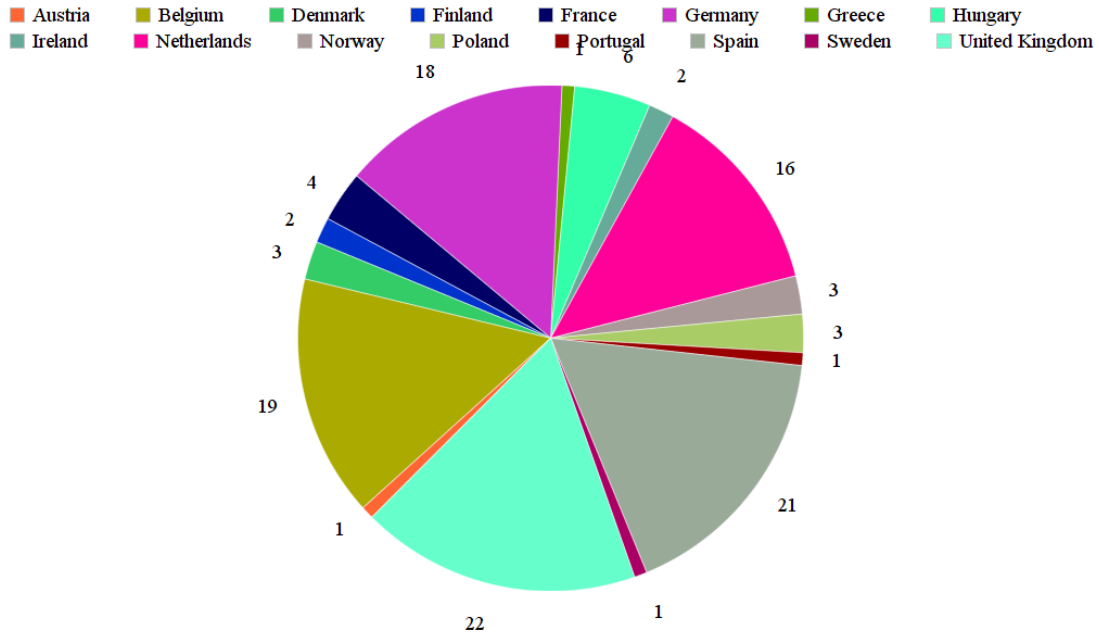


Figure 2: City Pool workshop participation by country

2. CIMEC City Pool workshops

This chapter provides information about the CIMEC City Pool workshops. Specifically, it includes the agenda, a note of the workshop discussion and the list of participants for each of the three workshops.

2.1. CIMEC-CODECS Joint City Pool workshop - 3 March 2016 - London

2.1.1. Workshop agenda

13:45:	Welcome and introduction to CIMEC & CODECS, *Suzanne Hoadley, Polis*
DEVELOPMENTS IN C-ITS	
14:00:	What C-ITS technology will be available in the short/medium-term and what are the future development plans? - Teodor Buburuzan, VolksWagen - Stefan Rouvel, Siemens
14:40:	Where is deployment starting to happen and what key issues are arising? *Torsten Geissler, BAST*
15.00:	*Break*
CITIES AND C-ITS	
15.30:	The C-ITS experiences of cities: - Newcastle: Ray King, Newcastle City Council - Kassel: Thorsten Miltner, city of Kassel
16.00:	Findings from the CIMEC city requirements survey, *Hans Westerheim, Sintef*
16.20:	Discussion moderated by *Michael Aherne, National Transport Authority Ireland*
17.10:	The C-ITS Deployment Platform & other EC activities, *Pedro Barradas, ITS Unit, DG MOVE, European Commission*
17.30:	Conclusions by *Solveig Meland, Sintef* and *Sonja Eickmann, ITS Automotive Nord* followed by closure

2.1.2. Workshop note

CIMEC (Cooperative ITS for Mobility in European Cities) and CODECS (COoperative ITS DEployment Coordination Support) are both EU-funded projects addressing the deployment of cooperative Intelligent Transport Systems and Services (C-ITS). CIMEC and CODECS are working with a wide group of urban and regional authorities on the topic of C-ITS, to build up knowledge on the opportunities for C-ITS deployment as well as the related business models and technical issues. The CIMEC-CODECS City Pool is expected to meet on three occasions in 2016 and 2017. It is coordinated by Polis, partner of both the projects.

The first meeting of the CIMEC-CODECS City Pool took place on 3 March 2016 in London. The main points of discussion were city requirements for C-ITS as well as supplier and vehicle manufacturer expectations. The attendance was high: 55 delegates coming from all Europe.

The workshop commenced with an overview presentation of the two projects by Suzanne Hoadley, from Polis, who explained the aims of the meeting: to gather a group of local authorities & other players with an interest in C-ITS deployment, to promote discussion on C-ITS issues related to the urban context and provide input to CIMEC and CODECS activities (city needs, urban use cases, deployment challenges/enablers).

In the first session of the workshop, “Developments in C-ITS”, Teodore Buburuzan from Volkswagen and Stefan Rouvel from Siemens provided a picture on what C-ITS technology will be available in the short/medium-term and what are the future development plans. Mr. Buburuzan introduced the Car-2-Car Communication Consortium, gathering many vehicle manufacturers and suppliers with the objective of further increasing road traffic safety and efficiency by means of C-ITS, while Mr. Rouvel presented the Sitraffic ESCoS (EcoSytemCooperativeSystem) V2X (vehicle-to-everything) system, which will be able to communicate information to and from cars and larger vehicles equipped with V2X technology.

A presentation on the deployment initiatives around Europe, by Torsten Geissler (German Federal Highway Research Institute), followed. In particular, he talked about the activities of the Amsterdam Group, involving different stakeholders committed to C-ITS deployment.

During the second session of the workshop, “Cities and C-ITS”, Ray King from Newcastle and Thorsten Miltner from Kassel shared the C-ITS experiences of their respective cities, whereas Hans Westerheim from SINTEF (CIMEC coordinator), presented the first findings from the CIMEC city requirements survey, involving more than 50 cities and regions.

An interactive discussion, moderated by Michael Aherne from the National Transport Authority of Ireland, debated what are the main barriers and challenges to be addressed and the next steps to be undertaken to unlocking an effective deployment of C-ITS at city level. Economic benefit was identified

as the main challenge. Industry is well on its way to a plug and play approach, but there is the need to find an overlap: the development of such a technology in the vehicle should represent a solution for a well-identified problem. Moreover, there is an urgent need for competence and confidence to procure ITS, and this is the reason why the big cities tend to lead the way in this sector. Cities and car manufacturers/providers need to regularly meet and discuss in order to agree on the priorities to pursue.

The workshop ended with a short speech by Pedro Barradas, from the European Commission, who welcomed this initiative and encouraged the project partners and the rest of the audience to keep working jointly, and a general thanks by Solveig Meland, the CIMEC project coordinator, for participating in this fruitful event.

2.1.3. Workshop participants

Anca	Agapie	Ploiesti municipality
Michael	Aherne	National Transport Authority
Hanfried	Albrecht	AlbrechtConsult/OCA
Nick	Asselin-Miller	Ricardo Energy & Environment
Pedro	Barradas	European Commission - DG Move
Guillem	Bernatallada	RACC
Judith	Boelhouwers	Municipality of Rotterdam
Teodor	Buburuzan	Volkswagen AG
Darren	Capes	City of York Council
Mark	Cartwright	Centaur Consulting Ltd/UTMC Ltd
Luc	Charansonney	Ville de Paris
Dudi	Cohen	Redflex Traffic Systems
Madalina	Craciun	Ploiesti municipality
Richard	Creese	Department for Transport
Francisca	Delgadillo	Transport for London
Sonja	Eickmann	ITS automotive nord GmbH
Anthony	Ferguson	Department for Transport
Gisa	Gaietto	Landeshauptstadt Stuttgart
Torsten	Geissler	BASt
Richard	Gibson	IDT
Rebecca	Gleed	Transport for London
Cédric	Guilbaud	Nantes Métropole
Simon	Hayes	City of Barcelona
Andrew	Hodge	Imtech Traffic and Infra

Pablo	Isusi	Bilbao Council
Gav	Jackman	Telent
László Sándor	Kerényi	BKK Centre for Budapest Transport
Ray	King	Newcastle City Council
Giacomo	Lozzi	Polis
Dick	Mans	Ecorys
Rob	McDonald	Peter Brett Associates
Solveig	Meland	SINTEF
Perpelea	Milena	Ploiesti municipality
Thorsten	Miltner	Stadt Kassel - Strassenverkehrs- und Tiefbauamt
Kees	Moerman	NXP Semiconductors
Robert	Moloney	Department for Transport
Sérgio	Morais	Torres Vedras City Council
Pieter	Morlion	City of Ghent
Michel	Mostert	Municipality of Rotterdam
Steve	Newsome	Transport for London
Suku	Phul	Department for Transport
Karl-Oskar	Proskawetz	ITS automotive nord
Andrew	Radford	Birmingham City Council
Cato	Riis	Bring Express Norge AS
Stefan	Rouvel	Siemens
Sami	Sahala	City of Helsinki
Johan	Scholliers	VTT
Paul	Spaanderman	PaulsConsultancy BV
Julian	Stephens	MJC2
Alan	Stevens	TRL
Dénes	Válóczi	BKK Centre for Budapest Transport
Ricardo	van Breemen	Ecorys
Maria	Vestergaard	Aalborg Kommune
Hans	Westerheim	SINTEF ICT
Ian	Winning	Cork City Council
Jennifer	Yun	DENSO Europe

2.2. CIMEC-CODECS Joint City Pool workshop - 14 November 2016 - Barcelona

2.2.1. Workshop agenda

12.00	Welcome, *Lluís Puerto, Technical Director, RACC & Adrià Gomila, Director of Mobility Services, Ecology, Town Planning & Mobility, city of Barcelona*
12.10	Where are we today with C-ITS? *Suzanne Hoadley, Polis*
12.40	The C-ITS experience of Copenhagen, *Bahar Namaki Araghi, city of Copenhagen*
13.10	*Lunch*
14.00	Some key urban C-ITS use cases described in detail, *Niels Andersen, Anemone Technology* - Intersection measures for designated fleets - In-vehicle information on local traffic rules and restrictions - Vehicle data to support traffic management
14.30	**CHALLENGING THE C-ITS INDUSTRY ON THE ROLE THAT C-ITS CAN PLAY IN SUPPORTING CITY POLICIES AND PROGRAMMES**
	Rotterdam: keeping a city accessible whilst the Maas tunnel is closed for renovation, *Michel Mostert & Robert Kooijman, city of Rotterdam*
	Barcelona: INMAB: an opportunity to renovate and innovate traffic management on Barcelona's Ring Road , *Pilar Gonzalez & Jordi Ortuño, city of Barcelona*
	Views from the C-ITS industry panel moderated by Josef Kaltwasser, Albrecht Consult - Monique Engel, Volkswagen - Jaap Vreeswijk, MAPtm
16.00	*Break*
16.30	**WHAT'S IMPORTANT TO KNOW WHEN DEPLOYING C-ITS**
	Integrating C-ITS into a city's existing ITS environment, *Osama Al-Gazali, Albrecht Consult*
	What do cities need to know to implement C-ITS? *Josef Kaltwasser, Albrecht Consult*
17.30	Activities of the 'urban, public transport and automation' group of the C-ITS Deployment Platform, *Stephanie Leonard, European Commission*
17.50	Closing remarks
18.00	Close

2.2.2. Workshop note

The second meeting of the City Pool on C-ITS (or the second CIMEC workshop) and cities took place on 14 November 2016 in Barcelona. This workshop was organised jointly by the CIMEC and CODECS projects and was hosted by CODECS partner RACC. The aim of this event was to enhance awareness of C-ITS among urban transport practitioners and to promote discussion on the potential for C-ITS deployment in the urban environment. More than 50 people attended the workshop of which one half were made up of representatives of local government.

The workshop was opened by Lluís Puerto, Technical Director of RACC, the largest automobile club in Spain and Adrià Gomila, Director of Mobility Services, Ecology, Town Planning & Mobility of the city of Barcelona. Mr Puerto explained that RACC is actively following and engaging in new transport developments, notably connectivity, automation & electrification. A key concern at the moment is the use of Smartphones whilst driving as this is the leading cause of accidents in Spain. This issue must be given serious consideration when deploying C-ITS and requires a coordinated approach; indeed, RACC is engaging with other organisations, such as Facebook and Whatsup, who have a shared responsibility. With regard to automation, Mr Puerto argued for the development of a cooperative vision, rather than vehicles able to scan their surroundings but not communicating with each other. Mr Gomila, for his part, underlined that while technology has an important role to play in managing transport, it has to serve a purpose, ie, it has to respond to the vision and policies of local authorities. There is a need for cities to improve their understanding of technology. At the same time, it is important to remember that smart solutions can happen without technology.

There followed a 'scene setting' presentation by Polis' Suzanne Hoadley, which showed the most important findings, developments and requirements regarding C-ITS and cities. At the moment, cities on the whole have not shown much appetite for C-ITS. They use ITS solutions already, which are working, albeit not perfectly. For cities to take an interest in C-ITS, it would to be helpful to know where C-ITS can perform better than existing ITS.

A presentation by Bahar Araghi, from the city of Copenhagen, outlined how the city is working to become CO2 neutral by 2025 despite the substantial population growth that is predicted. The city has been involved in a number of projects to pilot C-ITS and would like to extend this. C-ITS offers a tool to give prioritisation of different modes in different directions at different times of the day, in particular modes other than the car. Indeed, given the high share of cyclists, Copenhagen would like to offer this group specific ITS services. The city is using a mix of cellular and short-range communications (ITS G5) to deliver the C-ITS service TTG (time to green). In testing C-ITS, Copenhagen has come up against many technical difficulties resulting from the absence of open interfaces between systems. Even though the city is adopting the RSMP protocol to open up the traffic control centre and traffic controller interface, there is still a lot of work to be done elsewhere. In order for the C-ITS services to be offered on the full corridor in

Copenhagen, all security features have had to be removed. Bahar highlighted the contradictions between privacy and security, i.e., the more secure the system, the more user information is required.

Then, Niels Andersen from Anemone Technology – a CODECS partner - described in detail some key urban C-ITS use cases, namely, intersection measures for designated fleets, in-vehicle information on local traffic rules and restrictions, vehicle data to support traffic management. There is a wide range of C-ITS services based around the intersection, e.g., bicycle detection/warning for lorry drivers, optimal speed advisory, time to green, etc. For these services to operate, a digital map of the intersection according to the MAP standard would need to be built. This represents the biggest investment for a city authority. MAP is also a key enabler of automated vehicles due to the high level of accuracy, i.e., 10cm. Concerning communication technology, cellular is an option for local drivers where the service is not safety critical: cellular comms can drop when cellular traffic is high (football match, new year, security incident) and the time delay for data transmission involving foreign drivers, whose phone is registered abroad, can be dangerous for safety services. Concerning vehicle data, Mr Andersen explained the difference between a simple CAM message and an aggregated CAM message. CAM is an 'I am here' message that is emitted by all C-ITS equipped vehicles several times per second. A simple CAM message, showing speed, direction and position, could be a useful data source for traffic management and is available as soon as the C-ITS equipped vehicles become available on the market, provided a traffic manager has the required kit to capture that message. On the other hand, aggregated CAM, which is based on historic CAM data, would come up against data privacy rules and is therefore not considered a Day one application.

The second session, "Challenging the C-ITS industry on the role that C-ITS can play in supporting city policies and programmes", started with two presentations, from the cities of Rotterdam (Michel Mostert) and Barcelona (Pilar Gonzalez & Jordi Ortuño) respectively, who were both invited to present their real-life transport problems and challenges, which C-ITS may (or may not) address. This was followed by a panel debate moderated by Josef Kaltwasser of Albrecht Consult and involving C-ITS industry representatives, namely Monique Engel from Volkswagen and Jaap Vreeswijk from MAPtm, to have a discussion about where C-ITS could potentially play a role.

Ms Engel announced that ITS G5 technology will be installed in new Volkswagen vehicles from 2019, including in trucks built by Scania, which is part of the Volkswagen group, and that collected data will be made available free of charge provided the infrastructure is there to capture it. According to Mr Vreeswijk, the technology push of C-ITS must now be succeeded by a functionality pull. He argued that C-ITS is simply about data exchange. In the case of Rotterdam, C-ITS may not necessarily be the answer because there is no guarantee that the driver will take the route that the city would like. This is where an initiative such as TM2.0 could be beneficial because it comprises contractual arrangements between the road authority and the service provider. There are already many systems on the road and other infrastructure which collect data, but with C-ITS, traditional roles are changing. Looking at use cases in isolation and trying to

build a business case out of these does not lead to sustainable solutions. But if C-ITS is seen in its entirety, there is no limit to the use cases.

During the ensuing discussion, a number of points were made by the audience:

- Given the level of maturity of the technology, it is not possible to develop any positive business cases.
- Moreover, cities have limited resources, so administrations prefer to be followers.
- Short-range communications may not be the best solution for intersection-based services in the UK since the controller logic actually resides in the control centre and not in the controller.
- Data should be the focus rather than the technology since downloading times are becoming ever faster.
- Performance requirements need to be defined when discussing use cases and the different communication technologies.

The last session, "What's important to know when deploying C-ITS" was limited, due to time constraints, to a presentation by Osama Al-Gazali from Albrecht Consult, about the implications on standardisation of integrating C-ITS into a city's existing ITS environment. Osama explained that generally speaking the requirements of cities are not reflected in standardisation activities, which is why some cities are struggling with the adoption of some C-ITS standards. By way of recommendations, Osama indicated that sharing the business process of becoming C-ITS enabled would be beneficial among cities. He also recommended that the EC launch a dedicated activity to describe required testing specifications and conformance testing of SPaT/MAP from an infrastructure perspective.

The workshop ended with a short speech by Stephanie Leonard, from the European Commission, who expressed support for both projects and encouraged the project partners and the rest of the audience to contribute to the activities of the CEN urban transport group, which suffers from the absence of city representation. As for the EC C-ITS platform, Ms Leonard explained that there is now a dedicated urban transport group in the second phase, which is currently reviewing past and present activities to avoid reinventing the wheel. She encouraged the audience to contribute to this group and to use it as a platform to express its needs and recommendations, since the platform is a well-established and visible forum. She announced that a C-ITS Masterplan will be released by the end of the year, which would set out the EC's vision for C-ITS deployment. The plan will focus more on horizontal aspects and may well include some legislative proposals. To enable these legislative proposals to become reality, the ITS Directive is in the process of being extended for a further 5 years. Ms Leonard concluded her talk by mentioning that the CEF call is currently open and includes a reference to C-ITS and public transport.

2.2.3. Workshop participants

Osama	Al-Gazali	AlbrechtConsult
Niels	Andersen	Anemone Technology
Eloi	Artau	Àrea Metropolitana de Barcelona
Guillem	Bernatallada	RACC
Sandro	Berndt	BASt - Federal Highway Research Institute
Anne	Blankert	City of Amsterdam
Florinda Viviana	Boschetti	Polis
Anara	Buedo	City Council of Barcelona
Eduardo	Carrasco	City Council of Barcelona
Carles	Cuerva Claver	IMI - Barcelona City Council
Chris	de Veer	Province Noord-Holland
Monique	Engel	Volkswagen
Tomàs	Gea	Barcelona City Council
Lyndon	George	Reading Borough Council
Adrià	Gomila	City of Barcelona
Pilar	Gonzá□lez	Barcelona City Council
Hermann	Gruenfeld	Hamburg Port Authority
Martín	Gullon	Àrea Metropolitana de Barcelona
Simon	Hayes	Global-Local-Projects
Suzanne	Hoadley	Polis
Gergely	Horvath	Commsignia Ltd.
Pablo	Isusi	Ayuntamiento de Bilbao
Renata	Kadric	IRU
Josef	Kaltwasser	AlbrechtConsult
Jaap	Kamminga	Dutch Cyclist Union
László Sándor	Kerényi	BKK Centre for Budapest Transport
Robert	Kooijman	Municipality of Rotterdam
Stephanie	Leonard	European Commission
Giacomo	Lozzi	Polis
Herm	Lux	Flanders Make
Matej	Maly	INTENS Corporation
Francisco-Javier	Marcos Alvarez	Cellnex Telecom
Solveig	Meland	SINTEF
Pere	Mogas	FICOSA

Sérgio	Morais	Câmara Municipal de Torres Vedras
Michel	Mostert	Municipality of Rotterdam
Bahar	Namaki Araghi	City of Copenhagen
Jordi	Ortuño Ribé	IMI - Barcelona City Council
Eva	Peiron	Barcelona City Council
Lluís	Puerto	RACC
Karl-Oskar	Proskawetz	ITS automotive nord
David	Rojas	ISGlobal
Manuel	Sánchez	EMT Madrid
Marc	Segura	Ajuntament Hospitalet de Llobregat
Irfan	Shaffi	Transport for London
Onno	Tool	Rijkswaterstaat
Jaap	Vreeswijk	MAPtm

2.3. CIMEC City Pool workshop - 18 May 2017 - Brussels

2.3.1. Workshop agenda

The final City Pool workshop took place immediately after the CIMEC final conference. No agenda was established for this event as the event was designed for open and interactive discussion. The key questions addressed to the audience were:

1. Do you see potential for the CIMEC findings to be used locally/nationally?
2. How would you like to see C-ITS developments moving forward at European and national?

2.3.2. Workshop note

The final City Pool workshop took the form of a one-hour open and interactive discussion, immediately following the CIMEC conference, about how to create a CIMEC legacy and what is the way forward for C-ITS and cities.

Many participants agreed that the roadmap, including its glossy summarised version, offers excellent insight to the local authority perspective on C-ITS. It provides a useful document to inform the wider C-ITS community about the challenges of implementing C-ITS and to hopefully inform the future direction of C-ITS developments. Perhaps more importantly, it offers a useful tool to reach out to the wider local authority community, the majority of which are not involved in C-ITS and may even have limited expertise and experience of more traditional ITS. The absence or lack of skilled staff is common in local government,

especially in the United Kingdom which has lost experienced staff in recent years due to cuts to local government budgets.

The CIMEC findings are being fed into a wide range of other ongoing activities, including the second phase of the EC's C-ITS Deployment Platform, specifically the urban group of which several CIMEC partners are an active member. Involvement in this group means that the CIMEC project will no doubt be referenced in the report of this group, which itself will feed into the wider platform report to be released later this year. It is worth noting that the report of the first platform phase enjoyed downloads in the many tends of thousands.

The role of the national level in stimulating C-ITS discussion and coordinating activities was highlighted. The national C-ITS/connected vehicle activities set up by the Dutch and the UK governments, for instance, have resulted in a higher level of awareness of C-ITS among local government and a willingness to actually pilot and possibly deploy. The UK 'connected vehicles' programme for local authorities has enabled 19 local authorities, small and large, to pilot a wide range of connected vehicle technologies, at a total cost of 4 million pounds, which is a relatively small amount in the scheme of things. The European Commission itself has invited Member States to provide information about their urban C-ITS activities but has received little information so far, which may suggest that only a few Member States are actually doing anything to accelerate urban C-ITS deployment.

There was a lively discussion about how to 'sell' C-ITS to local authorities. It was suggested that promoting C-ITS through its environmental benefits, e.g., through GLOSA which reduces stop and start at traffic lights and therefore fewer CO2 emissions, is simply not working. Several agreed that the health dimension could be more efficient, i.e., reducing polluting emissions through applications such as GLOSA. Madrid for instance, uses health to motivate people to behave in a specific way. Related to the 'selling C-ITS' discussion, several participants supported the idea of producing a video describing what C-ITS is (and how it differs from traditional ITS), how it can be used (i.e., the applications) and its benefits. A video of 2-3 minutes is likely to capture a far greater audience than a publication.

It is not clear what role local authorities should play, if any, with regards to C-ITS deployment. Some have open data platforms and have taken the decision not to develop information services but rather to leave this to third parties. Local authorities are also concerned about the risk of investing in technology where the legal framework is not yet established/understood. For instance, one city cited that it had to stop using cameras for traffic counting for legal reasons.

It was suggested that further research into user distraction, particularly how to avoid the negative impacts of distraction, and HMI are needed. In Denmark for instance, it is forbidden to use the smartphone inside the car and on a bike. While the audience agreed that one size does not fit all, it is important to have an HMI that is suitable for all and that is understandable whatever the situation and the context. This applies

to both the hardware and the message. For example, in the Compass4D project, the devices tested were deemed either too big (pads) or too small (smartphone). A particular C-ITS message, such as GLOSA, needs to be understood by a driver, wherever he/she is.

Other issues that were raised during the discussion included:

1. How to upscale, from a small-scale pilot or wider scale deployment?
2. How to ensure that the intended end users actually use the C-ITS Service.

2.3.3. Workshop participants

Hanfried	Albrecht	AlbrechtConsult GmbH
Osama	Al-Gazali	AlbrechtConsult GmbH
Betti	Bigi	Tuscany region
Vincent	Blervaque	BLERVAQUE Sprl
Gert	Blom	City of Helmond
Judith	Boelhouwers	Municipality of Rotterdam
Fabio	Boscaleri	Tuscany region
Oliver	Brandl	Kapsch TrafficComAG
Matthias	Buelens	DEP MOW
Darren	Capes	City of York Council
Mark	Cartwright	Centaur Consuting Ltd
Nicolas	Cary	Department for Transport
Giada	Casarin	Autonomous Province of Bolzano/Bozen-South Tyrol. Liaison Office Brussels
Ádám	Csillik	Budapest Közút Zrt.
Chris	de Veer	Province Noord-Holland
Pieter	Faber	Cities Northern Netherlands
Sergio	Fernandez Balaguer	EMT MADRID
Stephane	Gervais	Lacroix Group
Monica	Ghecea	Union europaischer Industrie- und Handelskammern (UECC) Für Verkehrsfragen
Marcus	Goepfert	Stuttgart Region
Tamara	Goldsteen	Gemeente Helmond
Suzanne	Hoadley	Polis
Gergely	Horvath	Commsignia Ltd.
Pablo	Isusi	Bilbao City Council
Mikael	Ivari	City of Gothenburg
Gavin	Jackman	Independant

Eric	Kenis	Flanders Gov
Laszlo	Kerenyi	BKK Centre for Budapest Transport
Leslie	Knoop	Centaur Consulting Ltd
Stephanie	Leonard	European Commission
Matej	Maly	INTENS Corporation
Rob	McDonald	Peter Brett Associates
Solveig	Meland	SINTEF
Thorsten	Miltner	Stadt Kassel
Evangelos	Mitsakis	CERTH-HIT
Michel	Mostert	Municipality of Rotterdam
Bahar	Namaki Araghi	City of Copenhagen
Marcos	Nogueira	IrRADIARE,Lda
Bernd	Noll	Stadt Kassel
Luca	Pavanato	Unioncamere del Veneto
Karl-Oskar	Proskawetz	ITS automotive nord GmbH
Andreas	Schmid	SWARCO
Claus	Seibt	Transforming Mobilities
Parag	Sewalkar	Technische UniversitÃ¤t Ilmenau
Paul	Spaanderman	Innomo
Stefano	Spinaci	European Parliament
Françoise	Van den Broek	Municipality of Emmen
Martin	Volny	INTENS Corporation s.r.o.
Petr	Votoupal	European Committee of the Regions

3. What next for the City Pool?

The scale of involvement of local authorities in the City Pool is rather unique. CIMEC partners are not aware of any other European C-ITS project that has mobilised such a great number of local authorities. This is due to many reasons including:

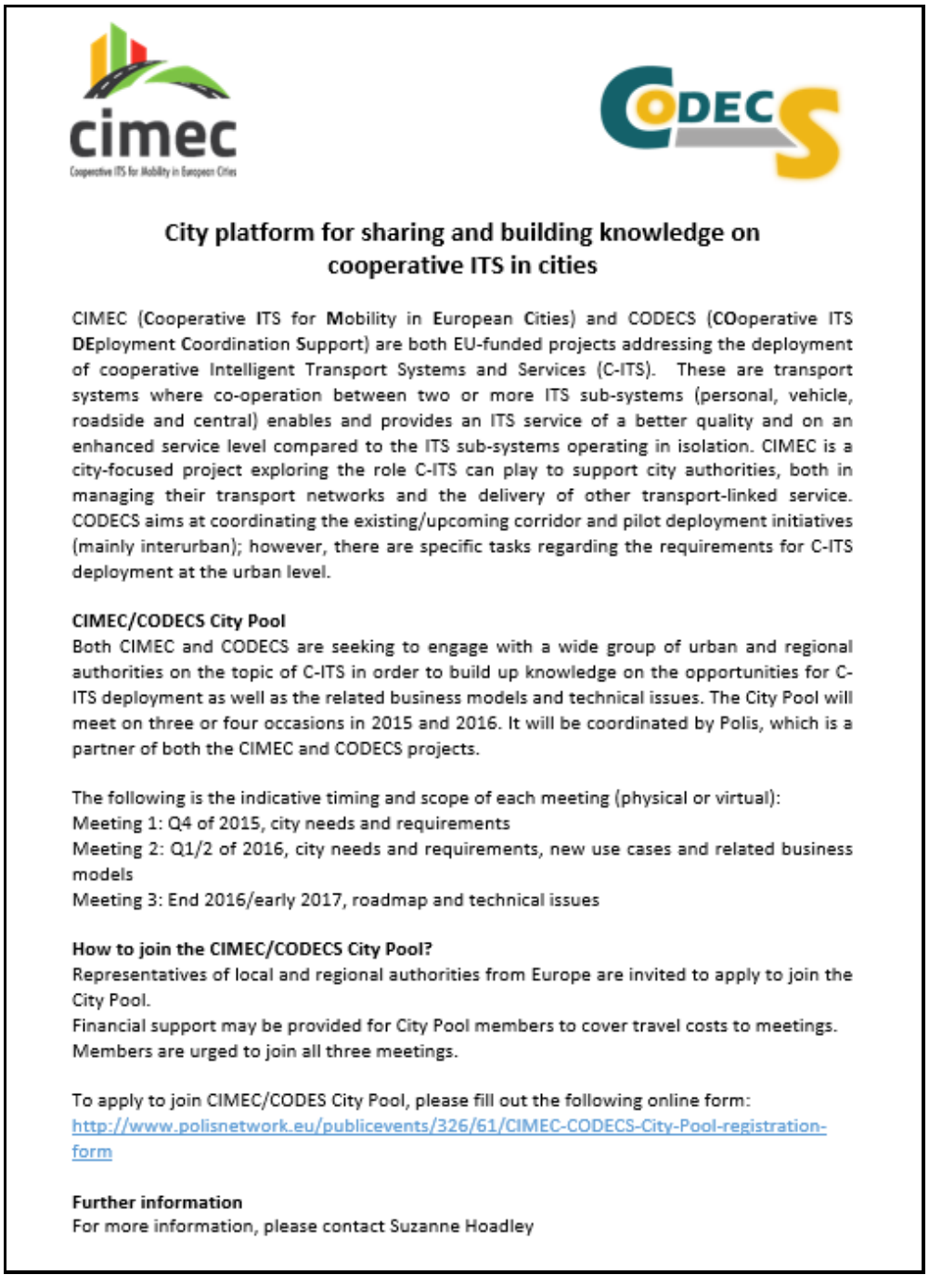
- the urban focus of the project
- the unbiased nature of the project which sought to understand how and why C-ITS could be deployed in cities (ie, what are the challenges and requirements) rather than just promoting C-ITS
- the networking capacity of the partners
- offering travel reimbursement to local authority representatives that needed it
- coupling the City Pool workshop with other project workshops to offer an attractive programme of events

Furthermore, CIMEC has managed to reach out to local authorities and other urban transport stakeholders, which had not previously been 'exposed' to C-ITS. The City Pool was not therefore 'preaching to the converted'. This, in itself, is a significant achievement. Numbers aside, the informal feedback from some City Pool members has also been very positive. While the City Pool may not have persuaded cities to deploy, it has encouraged them to start thinking about a future when C-ITS will be there and how they can prepare for it.

Given the success of the City Pool, it is a shame to see it stop now that CIMEC has come to an end, particularly as the urban C-ITS momentum is growing. To enable some continuity, there is the opportunity to hold another City Pool workshop in Autumn 2017 in the context of the CODECS project, which runs until April 2018. Some preliminary discussions are also underway with other new projects, such as C-the difference.

However, projects are temporary solutions for a City Pool, in that they can support this for the duration of the project only, and where funds are available. A longer-term platform for sharing experiences and facilitating discussion would be beneficial.

ANNEX 1 – Call for applications to join the joint CIMEC-CODECS City Pool



City platform for sharing and building knowledge on cooperative ITS in cities

CIMEC (Cooperative ITS for Mobility in European Cities) and CODECS (COoperative ITS DEployment Coordination Support) are both EU-funded projects addressing the deployment of cooperative Intelligent Transport Systems and Services (C-ITS). These are transport systems where co-operation between two or more ITS sub-systems (personal, vehicle, roadside and central) enables and provides an ITS service of a better quality and on an enhanced service level compared to the ITS sub-systems operating in isolation. CIMEC is a city-focused project exploring the role C-ITS can play to support city authorities, both in managing their transport networks and the delivery of other transport-linked service. CODECS aims at coordinating the existing/upcoming corridor and pilot deployment initiatives (mainly interurban); however, there are specific tasks regarding the requirements for C-ITS deployment at the urban level.

CIMEC/CODECS City Pool

Both CIMEC and CODECS are seeking to engage with a wide group of urban and regional authorities on the topic of C-ITS in order to build up knowledge on the opportunities for C-ITS deployment as well as the related business models and technical issues. The City Pool will meet on three or four occasions in 2015 and 2016. It will be coordinated by Polis, which is a partner of both the CIMEC and CODECS projects.

The following is the indicative timing and scope of each meeting (physical or virtual):
Meeting 1: Q4 of 2015, city needs and requirements
Meeting 2: Q1/2 of 2016, city needs and requirements, new use cases and related business models
Meeting 3: End 2016/early 2017, roadmap and technical issues

How to join the CIMEC/CODECS City Pool?

Representatives of local and regional authorities from Europe are invited to apply to join the City Pool.
Financial support may be provided for City Pool members to cover travel costs to meetings.
Members are urged to join all three meetings.

To apply to join CIMEC/CODES City Pool, please fill out the following online form:
http://www.polisnetwork.eu/publicevents/326/61/CIMEC-CODECS-City-Pool-registration-form

Further information

For more information, please contact Suzanne Hoadley