

## Table of Contents

Editorial	ECTRI facts and figures
Membership opening up	Members facts and figures
Focus on events	Upcoming ECTRI events

## Editorial



By Dietmar Wurzel  
ECTRI Secretary

ECTRI, the European Conference of Transport Research Institutes was officially set up in April 2003. Five years later, in the same month, the ECTRI General Assembly in Thessaloniki, Greece, provided a platform to discuss with our members the future course of ECTRI as envisioned by its Board. ECTRI has developed into an established and well recognized organization in European transport research, but based on lessons learned and the changing environment it was deemed necessary to initiate a process that – if successfully concluded and approved by the members – will change the inner and outer workings of our organization and make a good organization better.

To this end ECTRI plans to clarify and sharpen its vision, mission and goals, open the membership and – in the end – move its secretariat to Brussels, to increase its visibility and efficiency. Internally, the goal is to

make the association more manageable, fundable and sustainable; externally the goal is to develop into a «Network of Excellent Institutes». Therefore we will consider for ECTRI to open membership in order to strengthen its scientific basis. The current «multimodal» requirement will be extended to recognized excellent institutes performing excellent research in one mode-only. By assembling members from different transport modes ECTRI will uphold its position as the only truly multi-modal association in surface transport research.

Therefore the Thessaloniki Assembly may once be seen as the first major stepping stone towards the «new» ECTRI.

Another memorable and successful event in April worth mentioning was a meeting with a U.S. delegation doing a scanning tour on «Transportation Research Program Administration». The scan, sponsored

by the U.S. Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO), led the 12-member panel to several European countries as well as South Korea and Japan. The meeting with ECTRI representatives in Brussels on April 17 had its origins in the ECTRI-TRB Memorandum of Understanding but stretched beyond TRB by encompassing U.S. public sector professional associations and academia. This informative and fruitful full-day meeting – a proof of ECTRI's international standing – saw an exchange of ideas and a discussion on common interests which will help to further develop the transatlantic information exchange and may provide a basis for the U.S. highway transportation community to advance similar strategies in the United States.

### ECTRI open to new members

During the last ECTRI Assembly meeting in Thessaloniki, Greece, the ECTRI membership has been far discussed with the view of enlarging ECTRI to new members. Indeed, recognised excellent institutes are not yet members of ECTRI, and notably some Institutes performing excellent research in one mode. In addition, not all European countries are yet represented.

To this respect, it has been decided to open the membership, the criteria of "Institute carrying out research in at least two modes" will no longer remain the basic rule. To

consolidate ECTRI's knowledge basis, the membership will be opened to Institutes performing excellent research in one mode but willing to work strongly on intermodal issues. Accordingly, the idea for accepting a new member within ECTRI is to start a discussion between the candidate and three ECTRI members, including one from the same country than the candidate.

Then, if they agree, the three ECTRI members will present the new candidate to the General Assembly. First contacts will be made with institutes that have already been

contacted in the past and with new candidates according to the new membership approach.

In this process, the emphasis will be put on research Institutes/Universities from countries which are not yet represented in ECTRI in order to complete full European coverage of ECTRI.



Thessaloniki Assembly, Greece, April 2008

## Meeting with Commissioner Potočnik

An ECTRI delegation met with commissioner Potočnik in Brussels on 8 February 2008. Guy Bourgeois, Josef Mikulik and Dietmar Wurzel represented ECTRI for this very fruitful meeting.

During the meeting the Commissioner was briefed on major developments in ECTRI including the soon to be published on-line journal European Transport Research Review/ETRR, the newly established Thematic Working Groups, relations with the US Trans-

portation Research Board, and the Young Researchers Seminar.

Other issues covered during the meeting dealt with the role of European Technology Platforms and Networks of Excellence (NoEs). The meeting ended with a roundup and possible actions for the future and Guy Bourgeois invited the Commissioner to attend the «European Research for Sustainable Mobility» event organised in Lyon within the frame of the French Presidency of the European

Union in early December in partnership with ECTRI, FERSI and four existing NoEs dealing with transport research (HUMANIST, APSN, EUR-NEX & NEARCTIS).



Dietmar Wurzel, Guy Bourgeois, Commissioner Janez Potočnik and Josef Mikulik

## ECTRI participation in TRB 87<sup>th</sup> Annual Meeting, Washington, DC, USA, 14-17 January 2008

ECTRI actively participated in the TRB 87<sup>th</sup> Annual Meeting held on 14-17 January in Washington DC, USA.

The Global Climate Change Workshop took place on 13 January. Guy Bourgeois, ECTRI's President participated as a speaker in the panel 3 entitled «Research and Research Needs». His paper was entitled «Key issues for European Transport Research Institutes». Jean-Pierre Médevielle from INRETS was a member of the Organising Committee in the dedicated panel 3 working group. The ECTRI Energy and Climate Change Thematic Working Group also prepared an input for this workshop.

«Innovative Research Partnerships:

Charting New Territory» was a three part session organised by the TRB International Activities Committee. Guy Bourgeois was invited as a speaker in part 2 of the session. His presentation was entitled «European Partnerships». George Giannopoulos from HIT moderated this session on 14 January.

During the Annual Meeting, a cooperation agreement regarding the Highway Research Program (SHRP2) was also signed between TRB and the ECTRI member DVS represented by Joris Al, DVS Managing Director, in the presence of Bob Skinner, TRB Executive Director and Neil Hawks, Director of SHRP2.

At last, a meeting of the ECTRI/TRB Working Group 10 on Future Trans-

port Research Needs was scheduled on 15 January 2008. During this meeting, discussions and exchanges of views took place on each chapter of the final report of the Working Group. In addition, the form and structure of the conclusions chapter and the future planning of work and presentation activities of the Group were discussed.



Bob Skinner, Joris Al, Neil Hawks signing the Cooperation Agreement between TRB and DVS

## NEARCTIS Network of Excellence:

### Advanced Road Cooperative Traffic management in the Information Society



ECTRI supports a new Network of Excellence called NEARCTIS (Network of Excellence: Advanced Road Cooperative Traffic management in the Information Society) that is an academic network involving teams working on the field of traffic management and optimisation, with a particular focus on cooperative systems. Within the field of ICT for mobility, the project deals more specifically with the question of cooperative systems for road traffic optimisation, but it covers a wider scope as it appears that cooperative systems have to be integrated into the whole traffic management system. This aims to develop systems able to cope with what are the main problems at sta-

ke: safety, energy consumption, environmental impacts and congestion as an obstacle to mobility. The main objective of the project is to constitute what could be considered as a virtual research institute. This means elaborating the main elements of this reach institute: building a consistent research programme, defining a set of shared resources (data, experimental means, bibliographical databases), organising the spreading of knowledge and research results. To reach these objectives, the project will include an harmonisation of the research programme of all the partners on the various topics addressed, specification of case studies to be made in common, and the elaboration of a dissemination and training programme for researchers

and professionals. A focus will be on spreading excellence towards the scientific community of the field, particularly for the European Union newcomers. Tight relationships with the international scientific community, but also with the main stakeholders of the field (traffic operators, local authorities, consultants or manufacturers) are ensured through a network of associate partners who are involved in all the main activities of the project. The project involves eight European universities and research-centres and is coordinated by ERT, with INRETS as scientific coordinator. Most ECTRI members are either partners or associate partners of NEARCTIS.

Contact: juliette.renaud@ert-sas.fr



Traffic jams are a fact of modern life, yet we still continue to use our cars to commute. If this trend continues unchecked, the morning rush hour could meet the afternoon peak head on. But it is not the actual jams themselves that cause the irritation, it's not knowing if there's going to be a jam or if there's a faster alternative route. So wouldn't it be nice to be able to predict how traffic will evolve in the next few hours and suggest a best time for departure and route to drive? While the use of cellular or GPS probes is contentious, Bjorn Heijligers suggests in Traffic Technology International that it does provide a great opportunity for the traffic industry to take a step closer to its Holy Grail, true real-time traffic information.

TNO is one of the technology institutes exploring the potential of deriving traffic information from cellular phone technology (Cellular Floating Car Data or CFCD). Most headlines concerning CFCD systems have been about possible privacy issues. This is understandable – privacy issues

The Directorate-General for Freight Transport & Civil Aviation (Ministry of Transport, Public Works and Water Management) is stimulating the safe and efficient road transport of hazardous goods. In order to achieve that and to ensure that sufficient capacity is available on the various routes a mid demand for road capacity and the increasing congestion, the department is intending to draw up a Basic Transport Network. The Basic Transport Network will comprise the infrastructure necessary for transport by rail, road and water. TNO was asked to investigate the feasibility of a notification and tracking system for road transport. A notification and tracking system will enable the gathering of more reliable information about the goods itself and composition of the transport. Similarly, it will be possible to keep track of the position of vehicles carrying hazardous goods in the Basic Transport Network. This would

## Probing for a wide area network

make good headlines. But is there any truth in them? As the entire GSM system depends on the capability to find a specific cell phone anywhere in the country (or in the world for that matter), using this information to generate traffic information adds nothing new or compromising to the system. On the contrary, traffic providers receive anonymised versions of the data, which makes it impossible for them to identify the original phone. Ultimately, the road user will benefit if a carrier makes the data available, as road authorities will be able to create better traffic management systems and individual drivers will have better travel-time estimates available to them. Early results from TomTom, the Dutch mobile navigation systems company, show that 75% of the users are even willing to share their GPS position in return for better travel information.

The demand for area-based traffic information has been steadily growing, both for individual drivers and road authorities. This may make financially sound business models more feasible and the positioning

technology allows the carriers to provide additional location-based services to their customers. People could even 'opt in' to receive customised information based on their location, route and traffic conditions.

TNO is currently looking to perfect a system that can predict how traffic congestion will evolve based on all the data available, including using weather radar to determine whether it rains for every mile of the road, or whether a significant accident has closed half of the lanes. This system combines various sources of information such as traditional detection loops or CFCD / GPS floating car data. This will result in notable improvements for driver information and network management solutions. All the technologies have advantages and disadvantages, so intelligently combining all of the best available data inputs is the ideal solution, rather than point solutions using one technology. The Holy Grail could indeed be getting closer.

More information: Björn Heijligers  
[bjorn.heijligers@tno.nl](mailto:bjorn.heijligers@tno.nl)

## Notification and Tracking

entail informing the emergency and auxiliary services of all the relevant data so that damage and disruption could be minimised in the event of an incident.

### More roads to Rome

The notification and tracking system can be implemented in a variety of ways and from different perspectives, such as those actors responsible for establishing the Basic Transport Network and the ones using the information from the system itself; emergency services, supervisory authorities and those charged with ensuring that the road transport of hazardous goods is properly conducted. Of course, more than one road leads to Rome in that for each scenario several options exist for the technical and organisational implementation. Developments are already occurring on both national and European scales that aim to make road transport safer, including specifically the transport of hazardous goods. The

main lesson that can be drawn from the current initiatives is that from a technical point of view it is possible to monitor the transportation of hazardous goods at a reasonable price, but first there needs to be a common view of the usefulness and need for such monitoring systems. After that the appropriate concept can be defined!

### Pilot project

Based on the TNO research the Ministry of Transport, Public Works and Water Management has chosen to explore further a notification and tracking system that makes information accessible to the emergency services. A pilot project is currently being set up with the LPG transporters and emergency services representatives along with the Ministry of Transport, Public Works and Water Management.

More information: Karin Brug  
[karin.brug@tno.nl](mailto:karin.brug@tno.nl)



Brussels Secretary Office:  
ECTRI c/o DLR  
Rue du Trone 98  
1050 Brussels, Belgium

Lyon Office:  
ECTRI c/o INRETS  
Case 24  
25 avenue François Mitterrand  
69675 Bron cedex—France

Email : [info@ectri.org](mailto:info@ectri.org)  
<http://www.ectri.org>  
Concept and editing:  
Dietmar Wurzel  
Caroline Alméras  
Lucile Murier-Mendoza

Design and layout :  
Lucile Murier-Mendoza

Editor :  
Dietmar Wurzel

## Managing road and runway surfaces to improve safety


 Cheltenham was the venue for the second international conference on surface friction of road surfaces, which ran from 11 to 14 May 2008. Organised by WDM Limited in association with the Highways Agency and Transit New Zealand and supported by TRL, the event was the first major conference of its kind in Europe since 1998. The conference was opened by Jim

Fitzpatrick, Member of Parliament, who, as Parliamentary under Secretary of State for Transport, has a responsibility for road safety, with the conference address being delivered by Professor Richard Allsop, Centre for Transport Studies, University College London. The conference has as its theme Reducing Accidents, Saving Lives and TRL's Peter Roe, Helen Viner, Simon Labbett and Vijay Ramdas spoke on skid resistance, the risk of

accidents on new asphalt surfacing material, the purpose and process of a road death investigation and road user perspectives on "safe road surfaces".

As well as the conference, delegates were also able to visit a parallel exhibition. Further information can be found by visiting [www.saferroads.org.uk](http://www.saferroads.org.uk).

## European cities promote cleaner deliveries

 Many cities in France and Europe are working towards cleaner deliveries and better urban logistics. Some like Padova, Bristol, La Rochelle promote consolidated delivery services in order to reduce the number of vehicle-kilometers in the inner city. Other cities promote electric or CNG delivery vehicles, innovative layout of loading/unloading bays (Bordeaux, Rennes, Barcelona, Toulouse), sophisticated vehicle access enforcement methods with plate-reading cameras (Italian cities, Barcelona, London, Stockholm), experiments of innovative handling equipments for delivery trucks (Bordeaux, Paris). Some cities (Paris) have provided urban logistic spaces to operators committed to clean delivery vehicles or environmentally-friendly logistic organisation. Specific delivery activities have been optimised, such as the sup-

ply of building materials in large urban building sites (Stockholm). In Barcelona, bars and restaurants are obliged to build storage areas for bottles, so as to reduce the frequency of their deliveries. In Paris, automated locker boxes have been introduced to help repair engineers to store their tools and spare parts hence reducing their daily vehicle-kms. However, all these experiments, although often very successful, cannot represent more than a marginal share of the total urban flows of goods. Other policies may be more interesting in that they target the entire traffic of delivery trucks in the city streets: many cities have recently introduced, in their local truck access legislation, regulations promoting clean, silent or even "fully loaded" delivery vehicles. These regulations are often based on the identification of "environmental zones" or "low-emission zones", which are geographically

delimited areas subject to specific restrictions of traffic because of air or noise pollution problems. For example, London is about to set up a low-emission zone specifically targeting lorries below Euro III. Despite (yet) the lack of impact data, it is safe to consider that, because of the enormous difference in terms of pollutant emissions between a truck manufactured 10 years ago and a truck manufactured today, these regulations may provide a large benefit to local air quality (NOx and particles) if correctly enforced. These regulations, however, do not solve important problems such as the emission of very fine particulates (PM2.5), energy consumption and congestion and safety issues caused by urban commercial vehicles.

Contact: L. Dablanc  
[laetitia.dablanc@inrets.fr](mailto:laetitia.dablanc@inrets.fr)

## Various facts and figures

> INRETS special event in Lyon - 8 to 12 December 2008. INRETS intends to take the opportunity of the EU French presidency to gather the Boards, Assemblies and Working Groups of ECTRI, FERSI and four NoEs (HUMANIST, APSN, EURNEX, NEARCTIS) as part of a unique event, around a unifying issue: a conference on European Research for Sustainable Mobility and Climate Change challenges. The schedule will be shared between transversal topics presentations and Working Group activities. During this event

the «Fête des Lumières», a renowned event attracting thousands of visitors, will take place in Lyon. Further information will be available soon.

> Prof. George GIANNOPOULOS from HIT has been appointed President of the Transport Advisory Group of FP7.

> HUMANIST Conference on human centred design for ITS took place on 3 & 4 April 2008 in Lyon, France. This first European conference offering an overview of the current developments and trends

was successful. The event attracted 120 participants from Europe, Japan, Australia, Canada and USA, one half being members from the HUMANIST NoE and the other half being from other institutes and companies. An award for the young researcher's best paper was granted to Nadja Rauch amongst 12 applicants; she is a young researcher from the University of Würzburg, Germany. The next HUMANIST conference will be held in Germany in 2010.

## Upcoming ECTRI events

- > Board meeting - 26 September - Brussels, Belgium
- > Board and Assembly meetings - 8 & 9 December 2008 - Lyon, France