

European Large Scale Action (ELSA) for Transport

ELSA Task Force of the eSafety Forum

Working Plan to arrive at a proposal to be delivered in September 2010

Draft 4 by

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1 Introduction:

The European Commission (DGINFSO) is considering introducing a new instrument, provisionally called a European Large Scale Action (ELSA). The aim is by cutting through the innovation cycle to speed up the development and introduction of new ICT systems to address a number of societal goals in a more rigorous and broader work plan than offered until now in R&D Framework programs. Whether or not this instrument will be introduced still has to be decided.

Transport is one of the four areas on which the EC is considering an ELSA. A first proposal has been discussed in the Extended ICT Research Directors Forum in November 2009 in Sweden. The Council has subsequently asked the Commission to elaborate the proposal and to consider its possibilities in depth in a second stage.

The commission has installed a Task Force from the eSafetyForum to elaborate the proposal. Terms of reference applying to this specific Task Force have been established.

One of the guiding principles is that the 'demand side' should be in the lead. The Commission has asked a representative from the Member States (Swedish Road Administration) and the users (Federation Internationale de l'Automobile) to chair the Task Force.

2 Goals:

The goals of an ELSA are described in the Communication of the Commission of March 2009 'A strategy for ICT R&D and Innovation in Europe: Raising the Game', COM(2009)116 final.

The goals could be summarized as follows:

- To work towards societal goals;
- To stimulate innovation in ICT applications, generating increased investment in R&D;
- To cut across the innovation cycle, by linking the stages of research, development, testing, deployment and acceptance in a more direct way, thus leading to more timely development;
- To offer a broader framework for innovation than offered in research programmes until now, thus linking various developments on shared elements;
- To increase the competitiveness of Europe in this area.

With regard to transport, the above mentioned goals are translated into a proposal on what goals could be served when organizing an ELSA for transport.

These goals are:

- Safety,
- Transport efficiency,
- Energy efficiency and
- Mobility services,

as laid down in the proposal on ELSA for Transport of November 2009.

The proposal should address the above mentioned goals.

3 Base documents:

The proposal should be based on the following documents:

- Commission Communication: "Raising the game" A strategy for ICT R&D and Innovation in Europe COM(2009) 116, outlining the principles of an ELSA,
- Proposal on an ELSA for Transport, Visby 10 November 2009, outlining the first ideas on an ELSA for Transport
- eSafety Forum Task Force ELSA in Transport Terms of Reference, outlining the framework in which the Task Force operates.

These documents are summarized in the ELSA Background document, compiled by the co-chairs.

4 Actions until start of the Task Force

The following actions were organized by the Commission:

- Commission organized two stakeholder meetings (supply side and demand side) and a meeting with the eSafety Observers to collect input to the first proposal. Commission drafted proposal with feedback from attendants (September, October 2009);
- Proposal was presented to Extended ICT Research Directors Forum in Visby 10 and 11 November 2009;
- The concept of ELSA's was discussed by the National ICT Research Directors Forum, with the proposal on ELSA for Transport as one of four examples
- Task Force to elaborate proposal was installed by eSafety Forum Steering Group
- Chairs appointed by the eSafety Forum SG (SRA and FIA representing authorities and users).

5 Deliverable

According to the Terms of Reference the proposal needs to contain the following elements:

- specification of demand driven objectives;
- response of the industry in terms of areas of research, development, testing, deployment, procurement and market roll-out;
- estimate of the impact of solutions;
- possibilities for funding the ELSA and parts of it from existing funding programs, or re-engineering existing programs or identifying new ones;
- a governance structure to manage the ELSA in Transport;
- next steps.

The initial proposal (November 2009) focused on cooperative systems, the connected car and connected traveller and related services. The deliverable should be an elaboration of the initial proposal.

The deliverable will be used by the Commission as input to a Communication.

6 Timeframe

The Task Force has to deliver its proposal to the Commission end of September 2010 (To be further specified in consultation with the Commission). The timing of the intermediate steps is indicated in the following chapter.

7 Steps

1. Agreement on working plan, inviting members (Core Group; February 2010).
2. Workshop on objectives of the demand side. (All Task Force members; March 2010)
Objectives of workshop:
to concretise and prioritise and to find common ground in the challenges on the demand side.
The workshop will consist of presentations of objectives by authorities and other demand related organizations and subsequent discussions.
3. Workshop on the response of the industry. (All Task Force members; April 2010)
Objectives of the workshop:
To identify ICT solutions (industry presents solutions and indicate in what stage of development these solutions are and what needs to be done to develop them and bring them to the market).
The workshop will consist of presentations by industry. This could to some extent be done through presentation of some relevant success stories (ESP in some countries; Tom-tom etc.)
All task force members will be invited.
4. Workshop on large scale planning of developing and bringing solutions to the market in an integrated approach (Participants to be decided; May 2010)
Objectives of the workshop:
To identify which solutions will contribute to which societal goal and to formulate the needed process to bring them to market deployment and to estimate the approximate effects on the societal goals. Also to identify the European added value in this approach and identify which goals can only be achieved with an ELSA.
The workshop should consist of brainstorming sessions, coming together in a large scale plan (method to be further discussed in the core group). Also to be discussed in the core group: should we invite selected TF members or is it an open invitation to TF members, or should we do this only with the core group or with demand representatives and core group.

5. Sub task force on funding and governance of ELSA in Transport (June 2010)
As no new funding instruments will be made available (too much lead time in redirecting funding), a proposal on how to use available funding instruments in large scale planning and how to manage this will be made. (Volunteers and/or selected members)
6. Writing of final proposal (Core group; June/July 2010)
7. Validation of final proposal (Industry, Resonance Board; September 2010)

8 Organization

An important principle of ELSA's is to be directed towards large societal goals and hence should be led by the public authorities and the public sector in general. This should be reflected in the governance structure and in the steps of the Task Force.

The elaboration of the proposal should be a joint exercise of public authorities and industry. The Task Force will consist of every authority, institute, association or enterprise who has expressed its willingness to contribute to the proposal of an ELSA on Transport. If certain sectors of the demand or supply side are underrepresented members will be invited to join the Task Force. Members of the Task Force will be invited to attend the workshops and/or take part in sub task forces.

A Core Group of the Task Force will be responsible for steering and organizing the process of arriving at a final proposal, of collecting and synthesizing contributions and writing the final proposal. Members of the Core Group must have the ability to write large scale plans on development of ICT for transport and willing to offer resources for writing proposals. Members will be invited predominantly from research institutes or research associations. Chairs: SRA and FIA.

A Resonance Board will be set up to secure the leadership of the demand side. Its task will be to express their views and confirm directions on the basis of written proposals. Members will be invited from the public side, i.e. member states, public authorities and users.

9 Members

The following organizations have expressed their interest or participated in preparatory task force meetings until now or are suggested and invited by the co-chairs.

9.1 Member States Public Authorities

Organisation	Country/countries represented (primarily)	Invited participants
Federal Ministry	Germany	Frank Albrecht
Department for Transport	UK	Ian Yarnold
Ministry MEDDAT	France	Jean Francois Janin
Ministry	Italy	Luciana Iorio
Ministry	Spain	Federico Fernandez
Ministerie van V&W	Netherlands	Martin van Gelderen
Swedish Road Administration	Sweden	Bengt Hallström
Ministry	Austria	?
Ministry	Finland	Seppo Öörni

9.2 Member States research institutes

Institute	Country/countries represented (primarily)	Invited participants
Austriatech Austria	Austria	Alexander Froetscher
CDTI Spain	Spain	Elena Villalba Mora
INRETS France	France	JP Medevielle
INRIA France	France	Thierry Ernst
LCPC France	France	Patrick Mallejacq
TNO Netherlands	Netherlands	Frans op de Beek
VTT	Finland	Risto Kulmala
ITS Romania	Romania	Dorin Dumitrescu

9.3 Industry

Company name	Representation /working field	Area	Invited participants
BMW	Global	Car manufacturer	Timo Kosch
Bosch	Global	Component manufacturer	Carolien Buter
Continental	Global	Component manufacturer	Horst Kornemann
Daimler	Global	Car manufacturer	Matthias Schulze
ERTICO	Europe	ITS development	Zeljko Jeftic
HP- Hewlett & Packard	Global		John Wargin
INSIEL Italy	Italy	Software Consultancy	Paolo Paganelli
FIAT (CRF)	Global	Car manufacturer/Research	Luisa Andreone
INDRA Consultancy Spain	Spain	Consultancy	Jose Luis Angoso
MEDION		Nomadic devices and services	Michael Schuerdt
NAVTEQ	Global	Map provider	Kees Wevers
NEC	Global	Network hardware	Wenhui Zhang
Nokia		Nomadic devices	Vesa Luiro
Satellit			Volker Vierroth
Silicon Networks			Uwe Daniel
Technology centre Hermia Finland	Finland		Hannu Hakala
TomTom	Global	Nomadic devices and services	Theo Kamalski
Volvo Technology	Global	Research	Mats Rosenquist
Telefonica	Europe	Telecom	
PTV	Germany	Traffic development consultancy	Michael Ortgiese
Research in Motion (Blackberry)	Global	Nomadic devices	Wolfgang Theimer

9.4 Associations

Organisation name	Representation/working field	Invited participants
ASECAP - Association Europeenne des Concessionnaires d'Autoroutes et d'Ouvrages a Peage	Commercial highway operators	Mr. Roberto Arditì
EARPA - European Automotive Research Partners Association		Muriel Attane
ERF - European Union Road Federation	Road builders	Konstantinos Diamandopoulos
EUCAR - European Council for Automotive R&D	Car manufacturers	Allessandro Coda
FIA-Federation Internationale de l'Automobile	Private Transport users	Wil Botman
POLIS – European city network	European Cities	Sylvain Haon
IRU – International Transport Union	Transport companies	Michael Nielsen

10 Members of Resonance Board and Core Group

10.1 Resonance Board

Organisation	Country/countries represented (primarily)	Invited participants
Federal Ministry	Germany	Frank Albrecht
Department for Transport	UK	Ian Yarnold
Ministry	France	Jean Francois Janin
Ministry	Italy	Luciana Iorio
Ministry	Spain	Federico Fernandez
Ministry	Netherlands	Martin van Gelderen
Ministry	Austria	?
Ministry	Finland	Seppo Öörni
SRA Swedish Road Administration	Sweden	Bengt Hallström
ASECAP Association Europeenne des Concessionnaires d'Autoroutes et d'Ouvrages a' Peage	Europe	Roberto Arditì
POLIS	Europe	Sylvain Haon
FIA-Federation Internationale de l'Automobile	Europe	Wil Botman
IRU International Transport Union	Europe	Michael Nielsen

10.2 Core Group

Organisation	Country/countries/area represented (primarily)	Invited participants
EUCAR	Europe	Alessandro Coda
INRETS	France	Jean-Pierre Médevielle
TNO	Netherlands	Frans op de Beek
ERTICO	Europe	Hermann Meyer
PTV	Germany	Michael Ortgiese
VTT Technical Research Centre of Finland	Finland	Risto Kulmala
SRA-Swedish Road Administration	Sweden	Bengt Hallström
FIA-Federation Internationale de l'Automobile	Europe	Wil Botman