



## **Workshop on Intelligent Highways - expectation and requirements**

**25<sup>th</sup> October, 2007**

**La Maison de l'Automobile, 46 boulevard de la Woluwe, Brussels, BE**

**<http://www.fehrl.org>**

All countries in the European Research Area face major challenges with their transport systems. Currently research tendency in a transport sector is to face up to challenges such as CO<sub>2</sub> emissions, global warming, road safety and an incentive to work towards a form of mobility that is sustainable, energy-efficient and respectful of the environment. Most countries have national transport strategies which involve similar approaches.

The application of Intelligent Transport Systems on Europe's road is a topic that raises considerable interest and, occasionally, concern. It is clear that the benefits of the various technologies employed can be considerable; this has been demonstrated. However it is also clear that road authorities are justifiably concerned about the pace of development of such systems and the focus on their needs. Added to this there are very real concerns about the socio-political aspects, the different assessments of cost-effectiveness compared to other needs and the overall cost-benefits across the whole system.

Earlier projects within the European R&D framework programmes concerned systems that were aimed at improving either the transport infrastructure or the vehicles themselves: these projects generally developed autonomous or stand-alone systems, either in the vehicle or at the roadside.

From the outset of the Sixth Framework Programme, it was recognized that the future of ICT applications in transport for safety and efficiency lay in cooperative systems, based on vehicle-to-vehicle and vehicle-to-infrastructure communications, rather than in autonomous systems. Indeed, however effective it may be, a vehicle-based system could greatly benefit if additional information could be made available as a result of cooperation with other vehicles and with the infrastructure.

To better understand the perspectives of road authorities and to inform you of current developments in our activities, we would like to invite you to a one-day workshop in Brussels. This workshop would consider three major research domains ( Greener, Safer and Smarter ). In each domain will be presented in the context of the background to the subject research existing or done in that specific area with effort to find the set where the results are consistent. We will wish to hear your views and thoughts on the projects as well as your proposals. In addition, we would wish to hear your views on proposals for further research based on the needs you identify. Once will be the FP7's second calls for proposals published it will be up to the research community to form partnerships and come up with good and effective ideas in that specific area. We hope our workshop could contribute in it.



**The event is free of charge but requires prior registration.  
You can find registration form on line at <http://www.fehrl.org>  
or contact [isabelle.lucchini@fehrl.org](mailto:isabelle.lucchini@fehrl.org)**

# WORKSHOP on Intelligent highways - expectations and requirements

25<sup>th</sup> October, 2007

La Maison de l'Automobile, 46 boulevard de la Woluwe, Brussels, BE

## PROGRAMME

25<sup>th</sup> October 2007

09h30	Welcome <i>with coffee</i>
10h00	Introduction of the workshop <i>Steve Phillips, FEHRL</i>
10h15	FEHRL Scientific Program <i>Karl-Josef Höhnscheid, Bast</i>
	THREE KEY RESEARCH DOMAINS
10h35	Domain I - Greener
11h00	Domain II - Safer
11h25	Coffee break
11h45	Domain III - Smarter
12h15	Synthesis of acquired knowledge needs and requirements for further research
12h40	Lunch
14h00	Main research and development axis for further research <i>Philippe Lepert, LCPC</i>
	INTERACTIVE PART: APPLICATIONS OF V2I TO.....
	Chairman: <i>Peter Maurer, arsenal research</i>
14h20	1. Safety enhancement
14h40	2. Pavement maintenance management
15h00	3. Greening management
15h20	4. Road capacity management
15h40	Conclusions <i>Steve Phillips, FEHRL</i>
16h00	End of the workshop

<http://www.fehrl.org>

