



Press Release
For immediate release
23 March 2006

Helping Cars and Infrastructure cooperate

CVIS (Cooperative Vehicle-Infrastructure Systems), a major new European research and development project, aims to design, develop and test the technologies needed to allow cars to communicate with each other and with the nearby roadside infrastructure.

Project Manager Paul Kompfner remarks: “CVIS’ achievements will increase road safety and efficiency and reduce the environmental impact of road transport. The project’s ambition is to begin a revolution in mobility for travellers and goods, completely re-engineering how drivers, their vehicles, the goods they carry and the transport infrastructure interact.”

With CVIS, drivers will influence the traffic control system directly, and get guidance to the quickest route to their destination. Information shown on road signs will be available wirelessly and be shown on a display in the vehicle. Such displays can also warn drivers of approaching emergency vehicles, allowing emergency personnel to reach accidents faster with less danger for themselves and for cars along their path. In the same way, hazardous goods shipments can be tracked at all times and have priority along a pre-selected safe route.

All this however, can only happen if there is full interoperability in the communication between different makes of vehicle and between vehicles and different types of roadside systems. CVIS will build on the ISO “CALM” standards¹ to develop a world “first”: a standardised networking terminal capable of connecting continuously and seamlessly using a wide range of communication media, including mobile cellular and wireless local area networks, short-range microwave (DSRC) or infra-red. The same CVIS “box” can serve both in the vehicle and in roadside equipment.

To validate the project’s results, all CVIS technologies and applications will be tested at one or more test sites in six European countries: France, Germany, Italy, Netherlands/Belgium, Sweden and the UK.

However, technology is not the only stumbling block on the road to a reality where every car, every traffic light, every road sign and every kilometre of roadway is equipped with CVIS-like technology. A number of non-technical obstacles will also have to be overcome. The CVIS project is therefore creating a toolkit to address key “deployment enablers” such as user acceptance, data privacy and security, system openness and interoperability, risk and liability, public policy needs, cost/benefit and business models, and roll-out plans for implementation.

For more information contact cvis@mail.ertico.com or visit the project page: http://www.ertico.com/en/activities/projects_and_fora/cvis.htm

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¹ **C**ontinuous **A**ir Interface for **L**ong- and **M**edium-range distance, ISO TS 212xx. The scope of CALM is to provide a standardised set of air interface protocols and parameters for medium and long range high-speed ITS communication using one or more media, with multi-point and networking protocols and upper layer protocols.

Note to the Editor

CVIS is an integrated project in the European Community's Sixth Framework Programme, coordinated by ERTICO. It started officially on 1 February 2006 and was launched at Volvo in Brussels on 14-15 March 2006 with a General Assembly of its 63 consortium members. The European Commission DG Information Society and Media is supporting the CVIS project with a maximum grant of €22 million towards the project budget of €41 million, within the RTD priority 2.4.12, "eSafety-Cooperative Systems for Road Transport".

Torbjörn Biding of Vägverket (the Swedish Road Administration) was elected Chair of the CVIS Steering Committee while Mats Rosenquist of Volvo Technology Corporation was named Vice-Chair. Paul Kompfner of ERTICO is the Project Manager.

The members of the CVIS Consortium are:
Coordinator: ERTICO

Contractors: 5T s.c.r.l.; AVVC; Alcatel Alenia Space; ATC; Autoroutes du Sud de la France; BAE Systems; BMW; Robert Bosch; Centre for Transport Studies, Imperial College London; CNRS/Heudiasyc-Université de Technologie de Compiègne; Communauté Urbaine de Lyon ; Cork Institute of Technology; DaimlerChrysler; Department for Transport; DLR (German Aerospace Center); Dutch Ministry of Transport, Public Works and Water Management; EFKON; Ericsson AB; Ericsson Microwave; FEHRL (Forum of European National Highway Research Laboratories); Fiat Research Centre; Gatespace Telematics; Highways Agency; HSVV (Hessen Traffic Centre); HTW, University of Applied Sciences Saarbrücken; Infoblu; INRIA; Intempora; Istituto Superiore Mario Boella; Kapsch TrafficCom; Laboratoire Central des Ponts et Chaussées; Lacroix Trafic; LogicaCMG; Mapflow; mm-lab; Ministerie van de Vlaamse Gemeenschap; Mizar Automazione; Mizar Mediaservice; NAVTEQ; Peek Traffic; POLIS; Provincie Noord-Brabant; PTV; Q-Free; RACC (Reial Automóbil Club de Catalunya); RAMSYS; Renault; Siemens; SINTEF; Swedish Road Administration; Technolution; Telcordia Technologies; Tele Atlas; Telecom Italia; Thetis; Thomas Miller; TNO; Transport for London; TRIALOG; Vialis; Vodafone; Volvo Technology Corporation

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