

Detailed programme

“Towards a new transportation culture: technology innovations for safe, efficient and sustainable mobility” 17 – 18 November 2014, Brussels

17 November

Hour	Topic	Concept
8:30-9:30	Registration	
9:30-9:45	Opening and welcome	Eva Molnar, UNECE Jacqueline Galant, Minister of Mobility, Belgium
9:45-10:15	Key note speech	Kevin Gay (U.S. Department of Transportation) will give an account of transport scenarios in the United States from the perspective of the use of information technologies in transport, particularly road mobility.
10:15-12:30	High Level segment; identifying opportunities and challenges for mobility in a sustainable way	CEO's and other managers representing the main stakeholders will clarify the overall context for future mobility solutions. Moderator: Laurent Ledoux, Federal Public Service Mobility and Transport, Belgium Fotis Karamitsos, European Commission Hermann Meyer, Ertico Paul Schockmel, CLEPA Floriane de Kerchove, Agoria Yves van der Straaten, OICA Jean Todt, FIA Eva Molnar, UNECE
12:30-13:30	Sandwich lunch	

13:30-18:00	Technology and regulatory expectations towards connected and automated vehicles	<p>More vehicle automation is expected to mean less worry for the driver and overall safer mobility. It is often stated that technology lies miles ahead of regulation. However, hidden obstacles for Google's self-driving cars have recently come to the surface. Which technological developments are foreseen and what does this mean in practice? How much choice the car buyer and/or driver can have along the different levels of automation on the way from driver assistance to driverless cars? When is it the driver who remains liable in case of an incident or a crash, and when is it the infrastructure manager, the operator of the traffic management center or the vehicle manufacturer? Who is representing the interest of the drivers as consumers? The two panels in the afternoon will present state of the art of connected and automated vehicle technology and discuss expectations from the perspectives of different users or providers, as well as the regulators and policy makers.</p> <p>Moderator: Ian Yarnold, Chair of the ITS Informal Working Group of the World Forum for Harmonization of Vehicle Regulations</p> <p>Peer reviewer: Kevin Gay, U.S. Department of Transportation</p>
13:30-15:00	Stock taking	<p>This panel will take stock of what is already available today and what is likely to be available in the foreseeable future. Against this background, expectations towards the regulators, national and international bodies will be articulated.</p> <p>Tom Gasser, BAST</p> <p>Risto Öörni, VTT Technical Research Centre of Finland</p> <p>Niels Peter Skov Andersen, Car2Car Communication Consortium</p> <p>Ander Eugensson, Volvo</p> <p>Peter Rieth, Continental</p>
15:00-15:30	Discussion	
15:30-16:00	Coffee break	

16:00-17:45	Harmonizing different levels of automation across infrastructure, vehicle, traffic management and the driver, incl. legal, liability and insurance issues	<p>Increased level of automation within and between vehicles and more and more vis-à-vis infrastructure requires policy changes on all fronts. However, the speed of automation varies a great deal with regard to vehicles and the roads. Furthermore, the demand for enhanced traffic management both in the urban and inter-city context seems to put additional pressure on public authorities to adjust to new technologies at a very fast speed. In addition, drivers, pedestrians and other users of the road are fundamentally impacted by these new technologies.</p> <p>Scott McCormick, Connected Vehicle Trade Association Jacob Bangsgaard, FIA Region I Mariusz Wichtowski, Council of Bureaux Andrzej Maciejewski, Polish Road Administration Maria Alfayate, European Commission</p>
17:45-18:00	Discussion and conclusions of the afternoon	The moderator will give the concluding remarks
19:00-	Dinner	

18 November

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9:00-13:00	<p>Option 1: Technological and policy solutions;</p> <p>Option 2: Visit to MOBIRIS (Mobility Center of the Brussels Capital Region)</p>	<p>This second day will bring us back to concrete present solutions of Intelligent Transport Services. The aims of transportation policy to improve road safety and energy efficiency, thus reducing harmful emissions and congestion, are broadly accepted. Which solutions are technologically mature today and how can policy makers foster their deployment?</p> <p>Moderator: Jean-François Gaillet, Belgian Road Safety Institute</p>

9:00-10:30	Vehicle-driver interface in new mobility	<p>This session will focus on solutions that are ready to use – and on their potential if they would be more commonly adopted. A crucial point in this regard is the perspective of the consumer, i.e. the car user or driver. As it is the case with any innovations, skepticism may slow down the use of ITS applications. Indeed, while technology is moving forward, drivers’ reactions to these innovations have to be investigated. How should the human-machine interface look like? To what extent will defensive and eco-driving skills improve the possibilities of technology?</p> <p>Michiaki Sekine, National Transport Safety and Environment Laboratory, Japan</p> <p>Carlo Pettinelli, European Commission</p> <p>Michiel Van Ratingen, Euro NCAP</p> <p>Stefan Deix, CLEPA</p> <p>Zeljko Jeftic, IRU</p>
10:30-11:00	Coffee Break	
11:00-12:30	Intelligent Speed Assistance (ISA) - where technological reality meets regulatory actions	<p>Intelligent Speed Assistance (ISA) is an innovation available already today. Speeding is one of the main killers on the road, so managing speed means improving road safety. Although tests have been undertaken for more than a decade now, this application has not found wide practice yet. What is exactly missing for ISA to be used more widespread; is acceptability a prevailing concern; is the regulatory process lagging behind etc.? Speakers in the panel will give an account of ISA developments, the estimated and real impacts and benefits, and will discuss how the regulators have managed so far to address these questions and what more is expected to be done in the forthcoming years.</p> <p>Oliver Carsten, University of Leeds</p> <p>Sven Vlassenroot, The Flanders Institute for Mobility</p> <p>Kees Wevers, TN-ITS</p> <p>Ellen Townsend, European Transport Safety Council</p> <p>Edoardo Gianotti, UNECE</p>
12:30-13:00	Discussion	
13:00-14.00	Lunch break	

14:00-16:00	Variable Message Signs	<p>Road signs and signals are important elements of traffic management, regulation, information and warning. Their harmonized use is based on the UN Conventions on Road Signs and Signals and the UN Conventions on Road Traffic of 1949 and 1968. With the development of ITS, advanced traffic management systems increasingly use variable message signs (VMS), both to provide information and to adapt traffic management to actual demand.</p> <p>Since technology advances much faster than public services and regulations, it often happens today that the same message is communicated in different forms, or even worse, conflicting messages could be communicated. These inconsistencies could create distractions, raising the level of risk associated with driving, resulting in more traffic accidents. There is a clear need for consensus and harmonization for the messages communicated through VMS to prevent these occurrences. The panel will also discuss the role and position of road traffic management centers in data exchanges.</p> <p>Moderator: Miodrag Pesut, UNECE Peer Reviewer: Karel Van Coillie, Touring Belgium</p>
14:00-15:30	VMS: State of the art technologies and the challenges they create – Policy responses	<p>Antonio Lucas-Alba, Universidad Zaragoza Vladimir Kryuchkov, ITS Russia Peter Van der Perre, ITS Belgium Caroline Pourtois, Wallonia Region Wolfgang Ernst, European Standard for Variable Message Signs</p>
15:30-16:00	Discussion	
16:00-16:15	Conclusions of the two-day conference and the way forward	<p>Laurent Ledoux, Federal Public Service Mobility and Transport, Belgium Eva Molnar, UNECE</p>