



Key results session 4: Real world experience with
Cooperative mobility
Ups and downs of a real world experience in the
demonstrations

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TOPICS

- Demonstrations outline of COOPERS
- Technical testing and validation
- Methodology and user involvement
- User Groups in Demonstrations
- Figures & Experiences
- Lessons learned
- Conclusions

Vision of COOPERS:



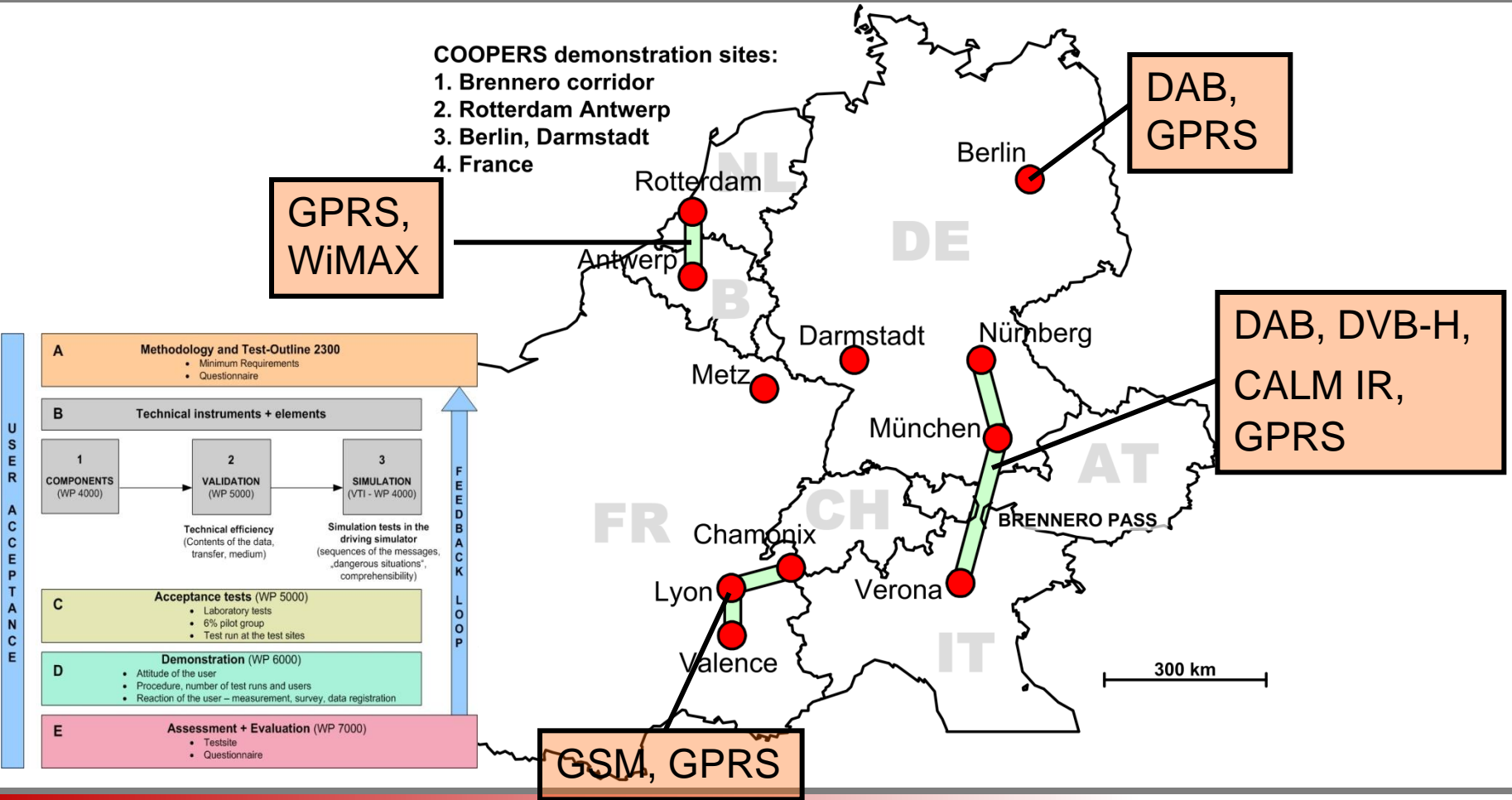
- Traffic management information in the vehicle
- Use of broadcast/ cell based/ short range com. Technologies
- Technical validation and user acceptance

Vision of COOPERS:

- Traffic management information in vehicle
- Limited set of information services, accident/incident warnings, dynamic speed advice, lane utilization
- Generation of the information services in TCC and TPEG en/decoding
- Communication media independent approach
- Testing and Validation of 2 com. media and
- User Involvement for acceptance and behaviour testing

Methodology and user involvement, Demonstrations

COOPERS demonstration sites:
 1. Brennero corridor
 2. Rotterdam Antwerp
 3. Berlin, Darmstadt
 4. France



User Groups in Demonstrations

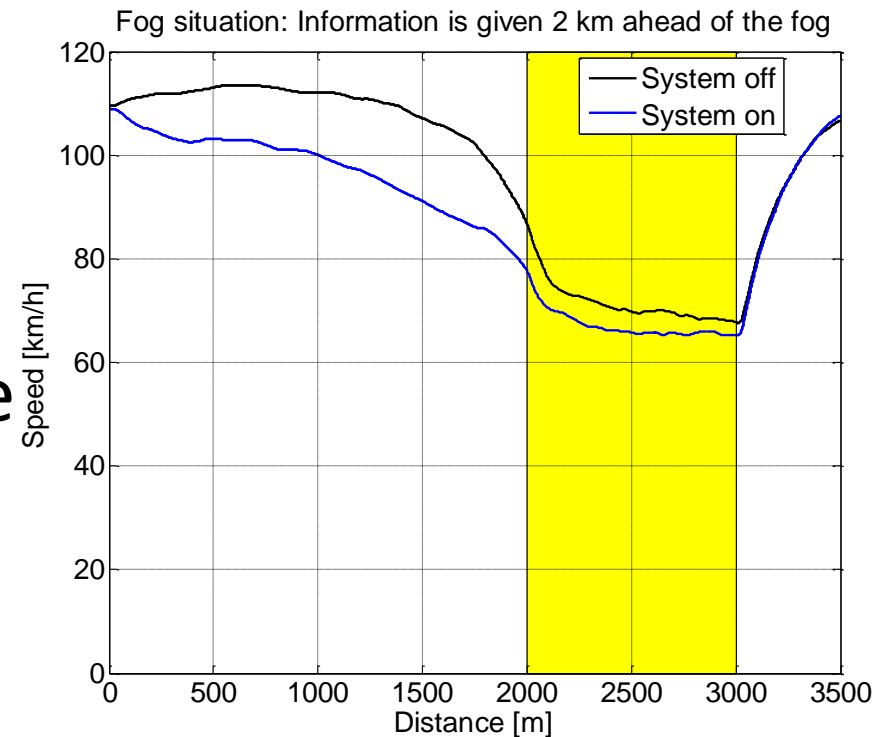
- Groups selected according to the distribution of regular motorway travellers in EU
- Structured and equivalent procedure for the single traveler per demonstration drive
- Same sample size in simulator study and per demonstration site
- Common procedure Technical testing and validation
- Common methodology for assessment of safety and efficiency impacts

Figures & Experiences

- Installations of 60 km of network coverage
- Operation of the installations for up to 6 months
- Adaptations of 6 TCC's in Europe to feed demonstrations with traffic information
- More than 200 demonstration drives performed
- 20.000 km of test kilometers analysed
- Assessment of 1600 traffic situations and the reactions of drivers Demonstrations outline on COOPERS

Figures & Experiences

- Drivers understand the advise
- Limited distraction
- Adapt their driving to the information delivered
- Avoid dangerous situations !



Read: at 1500 m Distance average speed (92 km/h with system on – 108 km/h with system off)

Lessons learned

- Installed systems have been fully validated and confirmed basic layout and following technical elements
- High efforts in TCC extension and data quality monitoring
- CALM platform and two communications media solution
- TPEG message en/decoding
- User expectations of traffic information services are very high
- They react positively and adapt their driving
- Even with detailed information sequences the user distraction is limited

Conclusions:

For User Acceptance aspects:

- The test-drivers have a consistently positive attitude to the system, it is helpful and easy to handle
- The messages from the system are comprehensible and readable
- The messages from the system are correctly timed to a good position
- Some messages should get an acoustic signal or an additional recommendation
- Data privacy is not important for the test-drivers

The logo for 'cooperative' features the word in a bold, lowercase sans-serif font. The 'oo' is highlighted in red, with a red arch above it. The rest of the letters are black.The text 'Conference 2010' is centered between two large, red, double-headed arrows that point outwards to the left and right.The word 'mobility' is written in a bold, lowercase sans-serif font, positioned below the arrows.

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