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TC 278 Road Transport and Traffic Telematics

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CEN/TC 278 Working Group 5

Work Item 002789184 - Detection on Motorways for Traffic Information and Traffic Management Applications

Draft Note of a meeting held at BSI London on 22 May 2007

Introductions & Background.

1. The Agenda for the meeting had been circulated as WG5 2007-2v1. The following attendees introduced themselves;

Terry Sullivan	WG Convenor	
Joop van Bergen	NNI	Rijkswaterstaat
David Cowell	BSI	Highways Agency
Pierre Brehon	AFNOR	DGERI/CETE Mediterranee
Ralf Meschede	DIN	BAST
Onfrej Pribyl	CSI	Technical University of Prague

Terry Sullivan noted that this was the full membership of the group. This note records agreements and actions.

2. Terry Sullivan noted that he had reported the progress made by the WG to the recent meetings of CEN/TC 278 held in Budapest and Berlin. The status of the Work Item had been changed to a Preliminary Work Item (PWI) which is what was originally intended. PWIs are designed to allow work to be undertaken within WGs before a formal WI is approved and the tight CEN timescales start. TC 278 is expecting a proposal from the WG by December 2007. TC 278 were pleased to see the progress being made and encouraged the WG seek the participation of further experts, particularly from the road administrations.

3. The WG reviewed the discussion and progress to date including the outcomes of the two earlier meetings together with the comments provided by members. They also considered the additional information circulated by Joop van Bergen on the Dutch detector Developments since the last meeting.

National/expert Positions

5. Experts reported that positions in their countries remained substantially the same. Ondrej Pribyl reported that video detection was being deployed in the Czech Republic and David Cowell reported that the Highways Agency was experimenting with radar detection which was capable of “monitoring” a section of road but did not provide individual vehicle data.

Technical Discussions

6. The WG considered that it was important that any proposals to describe detector parameters could be linked to the applications. Some analysis had been undertaken and submitted to the group but these are not comprehensive either in their coverage of applications nor geographically. It was also clear that there would not be resource available to complete the task. As a minimum the WG would like to see a table prepared that linked applications to detection requirements. This could be prepared in a pragmatic way by members listing the applications in their country together with the detectors used (parameters measured if possible). The input would be consolidated into a single table.

7. The Dutch concept was discussed and the WG agreed that this was a very valuable input. Clearly it is designed to meet the Dutch motorway operational requirements which are recognised to be amongst the most advanced in Europe. However it is still early in the development. Some views were expressed that the proposal might result in a “detector” that is over complex and expensive also it might rule out detection technology that does not identify individual vehicles. Never the less it was felt that the Dutch draft could play a major role. David Cowell undertook to perform a short study determine how the Dutch proposal would fit with the Highways Agency existing and envisaged requirements for detection.

8. The WG accepted that there was a considerable amount of development and work still required to be able to draft a Technical Specification (TS). They doubted that this could be achieved within the timescales required by CEN particularly with the amount of resource available. Never the less the progress made was considerable and needs to be recorded so that standards work could continue seamlessly when the necessary development work had been completed. The WG agreed that the best approach would be to incorporate the work into a CEN Technical Report (TR).

Administrative Discussions

9. Terry Sullivan confirmed that he had informed CEN/TC 278 of his resignation as Convenor of WG5 and noted that CEN/TC 278 had already sought nominations for a new convenor. He expected to hand-over at the next CEN/TC 278 meeting in September and was planning to end his work at this time. No members of the WG were able to put their names forward as the new convenor because of pressure of other work.

10. The WG agreed that they should propose to CEN/TC 278 that the present work be encapsulated into a TR rather than a TS. Progress within the area should be monitored and a WI for a TS re-introduced at an appropriate time.

Agreed Actions

- 11 The WG agreed the following actions - these were to be completed within a month and the results circulated to the WG by the end of June;
- David Cowell will study the Dutch proposal to see how it compares with the Highways Agency requirements.
 - All members would submit suggestions for the table that correlates applications with detection requirements.
 - All members would see if there were any existing standards which might help define applications or terms
 - Terry Sullivan will draft the scope, content and rationale for the proposed TR.
12. The WG will consider and comment on the submissions electronically with a view to drafting the technical sections of the Technical Report. If necessary a further meeting could be arranged. The Target would be to have an early draft of the TR prepared before the next CEN/TC 278 meeting in September.
13. The Chairman thanked all for their attendance and contributions, he will prepare a note of the meeting and circulate for comment.



Terry Sullivan
Convenor CEN/TC 278 WG5
6 June 2007