CityMobil2

CITIES DEMONSTRATING AUTOMATED ROAD PASSENGER TRANSPORT

4 years demonstrating Automated Road Transport Systems in Europe

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SEVENTH FRAMEWORK PROGRAMME

www.citymobil2.eu

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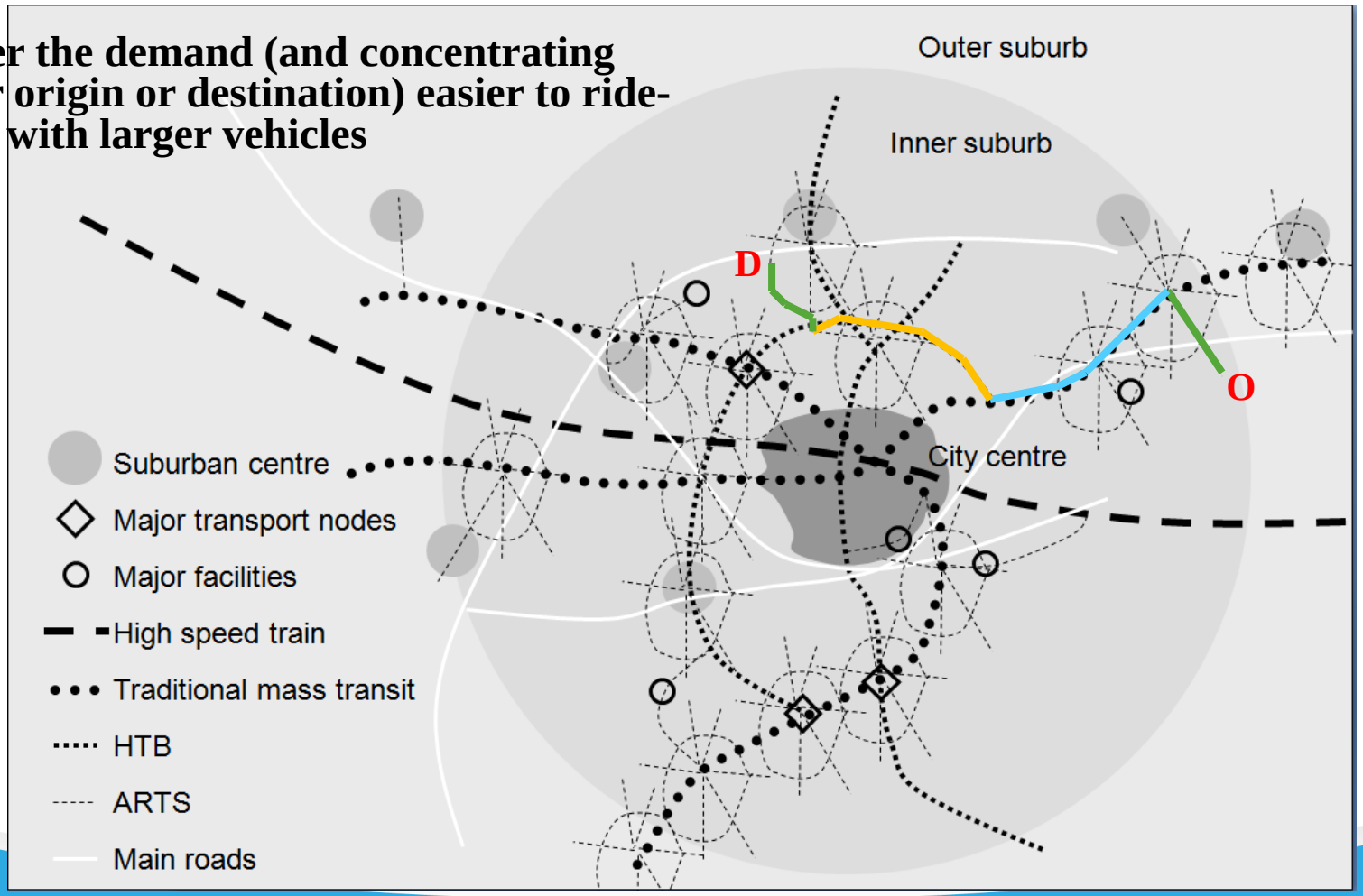
What did we demonstrate

http://www.citymobil2.eu/en/About-CityMobil2/Overview/

The original idea solving the last mile problem

Denser the demand (and concentrating either origin or destination) easier to ride-share with larger vehicles



What CityMobil2 is

- A major European funded demonstration project
- 45 partners (7 universities and research centres, 8 technology providers, 12 cities)
- Which:
  - Demonstrated Automated Road Transport Systems for 4 years in European cities
  - Proposed a safety assessment procedure which can be applied in national legal frameworks for certification
  - Foresaw long term socio-economic effects of different automation scenarios

Selected demo sites

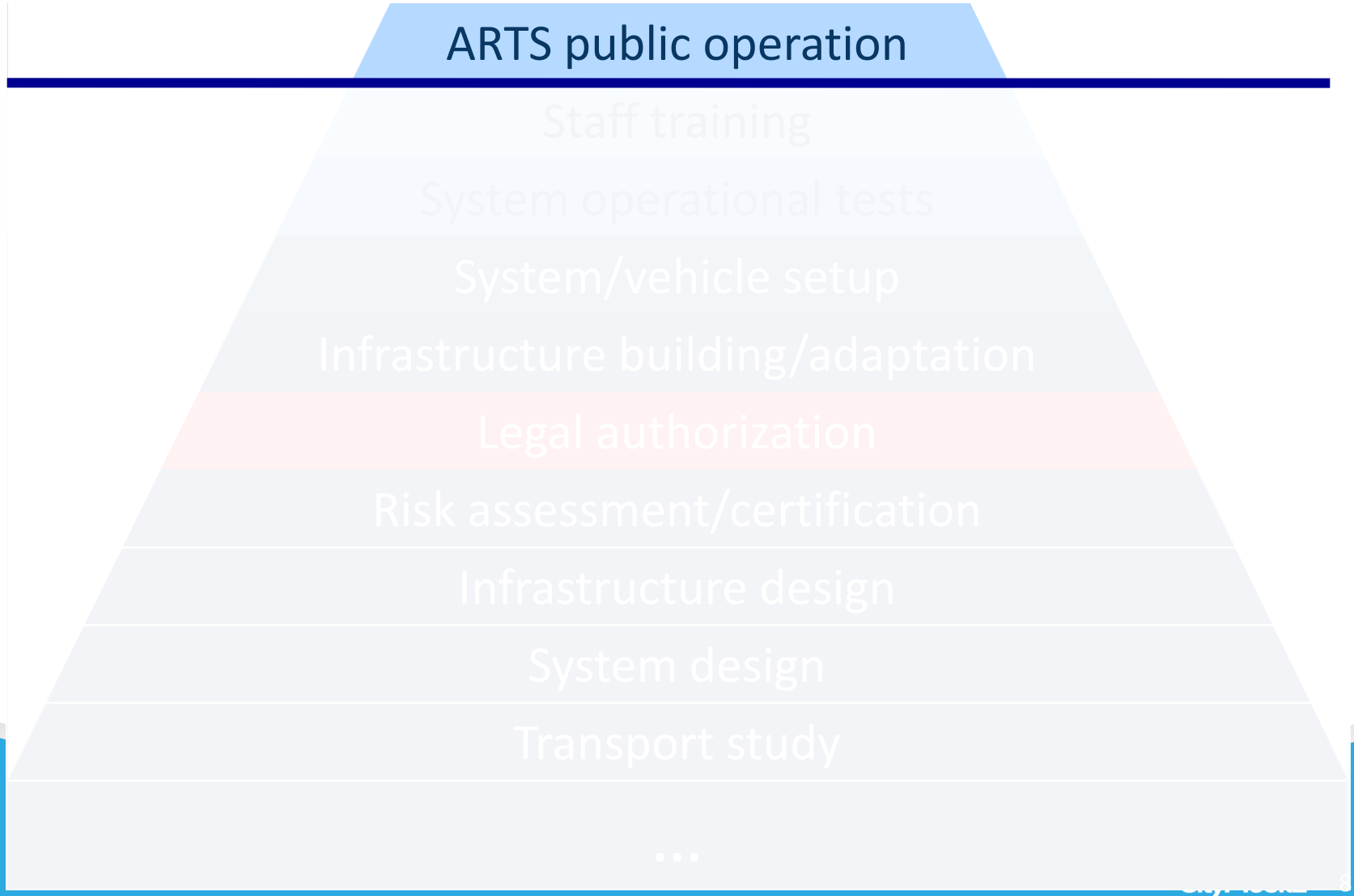
How many passengers have we carried so far?

• Oristano (Italy)	2 580
• La Rochelle (France)	14 660
• Lausanne (Switzerland)	7 000
• Vantaa (Finland)	19 000
• Trikala (Greece)	12 150
• Antibes (France)	4 000
• San Sebastian (Spain)	3 500
• Total	60 000+

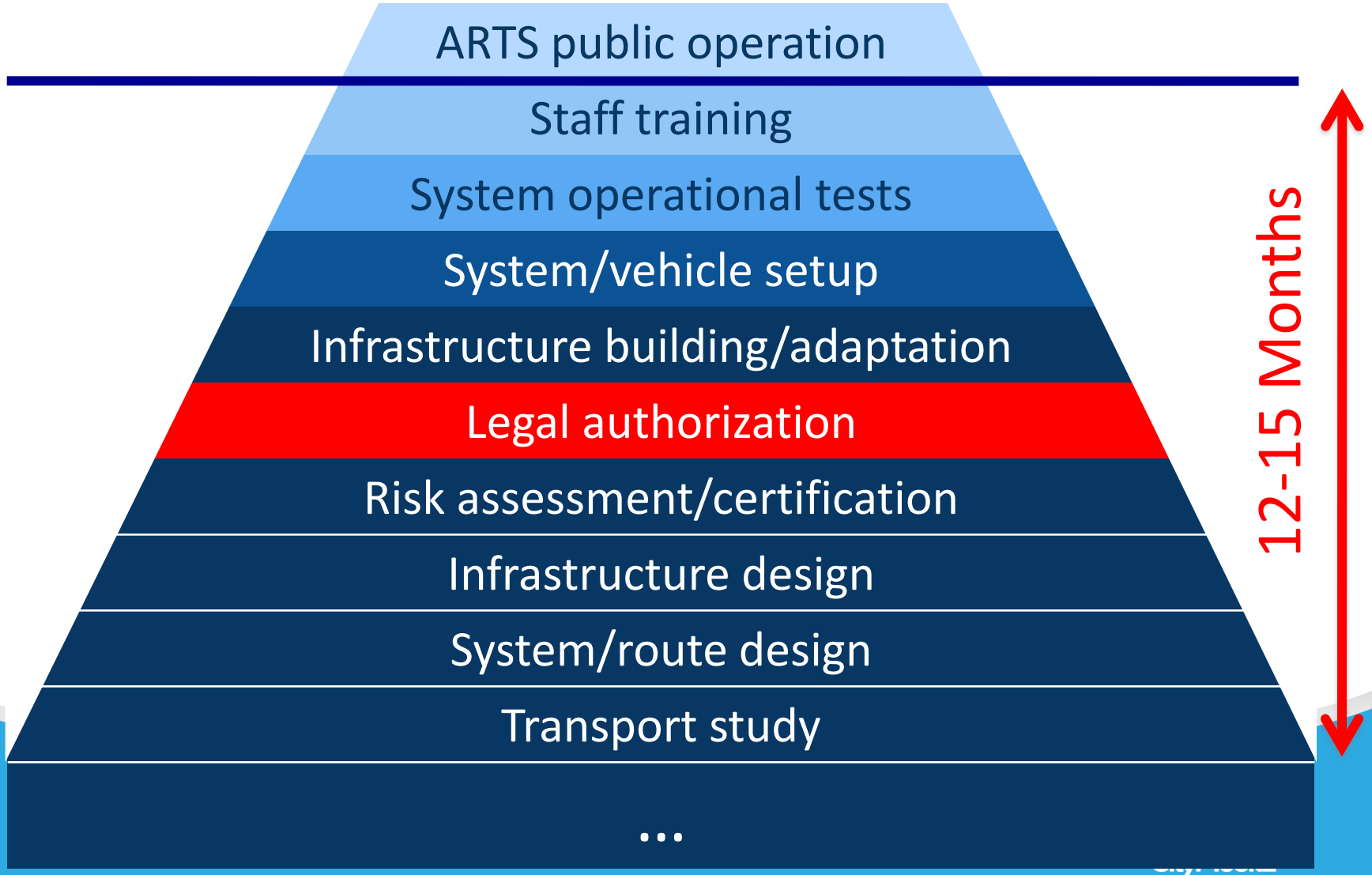
What did we learn?

- Full-automation is feasible today
  - Not by progressively aiding the drivers
  - Not with Google cars which pretend to rely entirely on the technology on board
  - With an integrated approach which uses a simple automation technology and careful consideration of the environment
- It opens unprecedented market possibilities
  - Last mile transport services can become profitable
  - Personalization of mobility transforms last mile transport services in service enablers

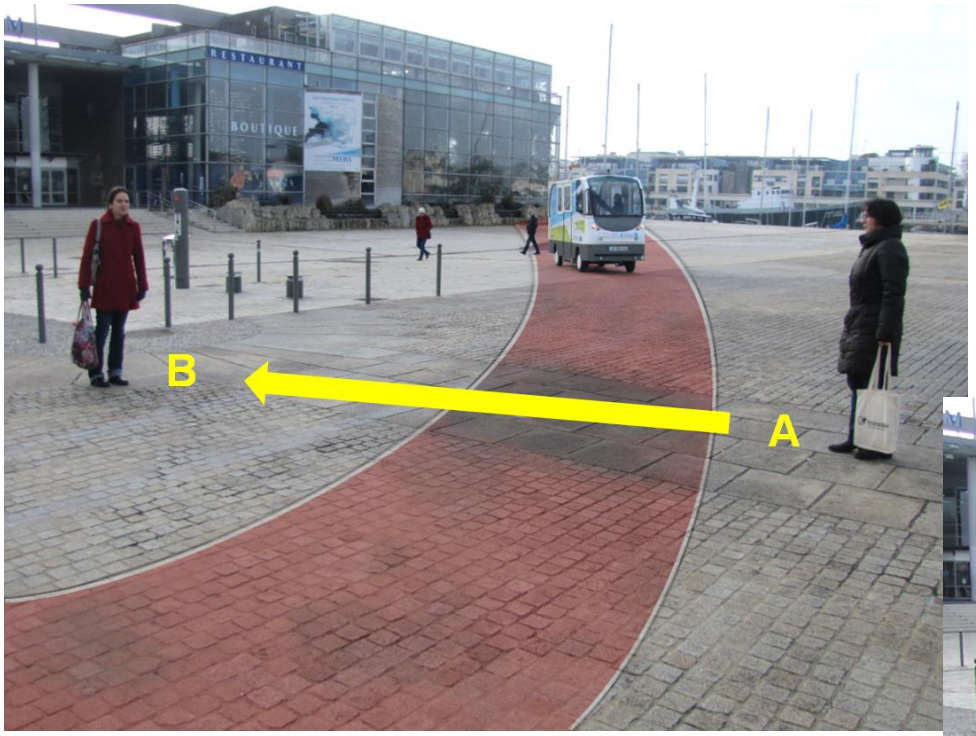
ARTS Demonstrations: the tip of the iceberg



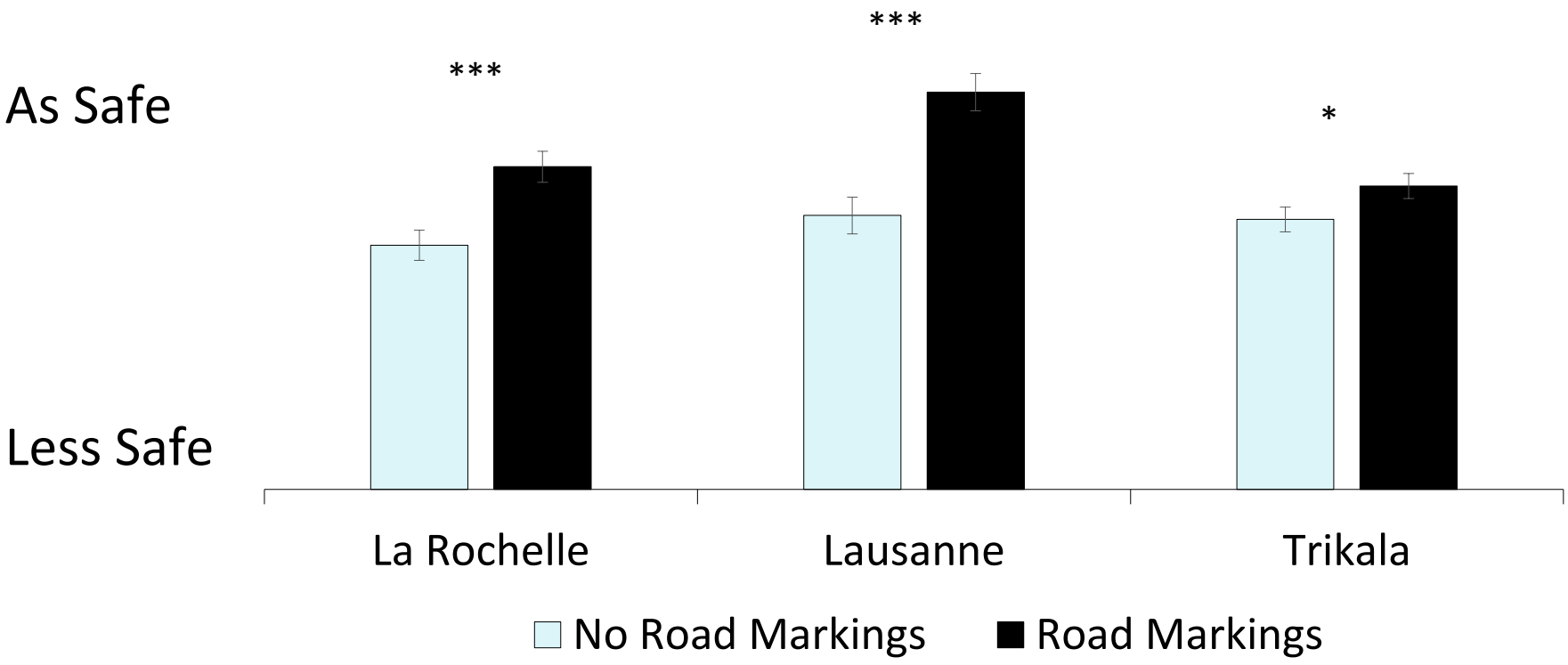
ARTS Demonstrations: the tip of the iceberg



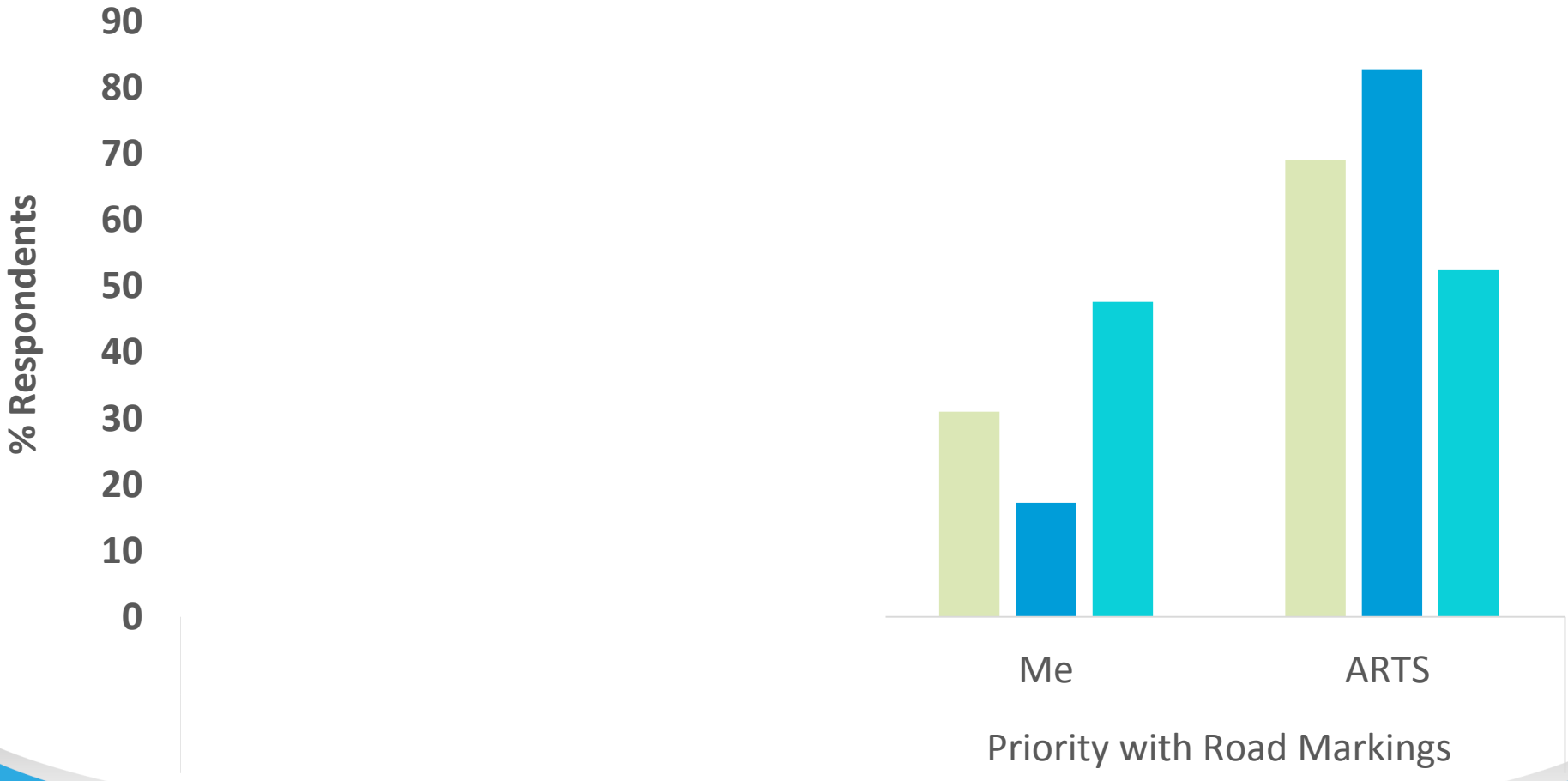
Few examples of what we learned: Safety and Priority?



Do you feel safe?



Who has priority?



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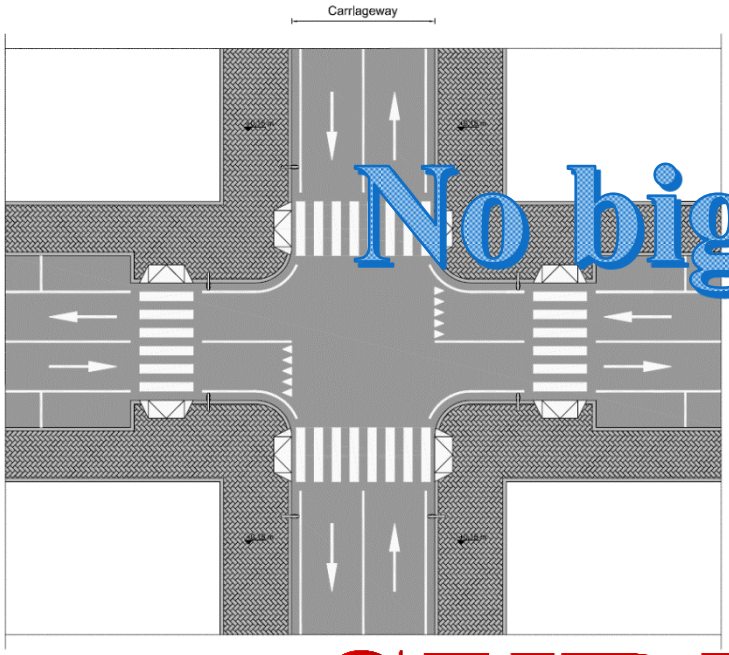
How to safely integrate ARTS in cities



CURRENT STATE: AT-GRADE INTERSECTION BETWEEN AN URBAN NEI OURHOOD RO ITH ONE ANE PE RIVING ECTION AN AN LOCAL ROAD

No big deal, is it?

and

SURPRISE!!!

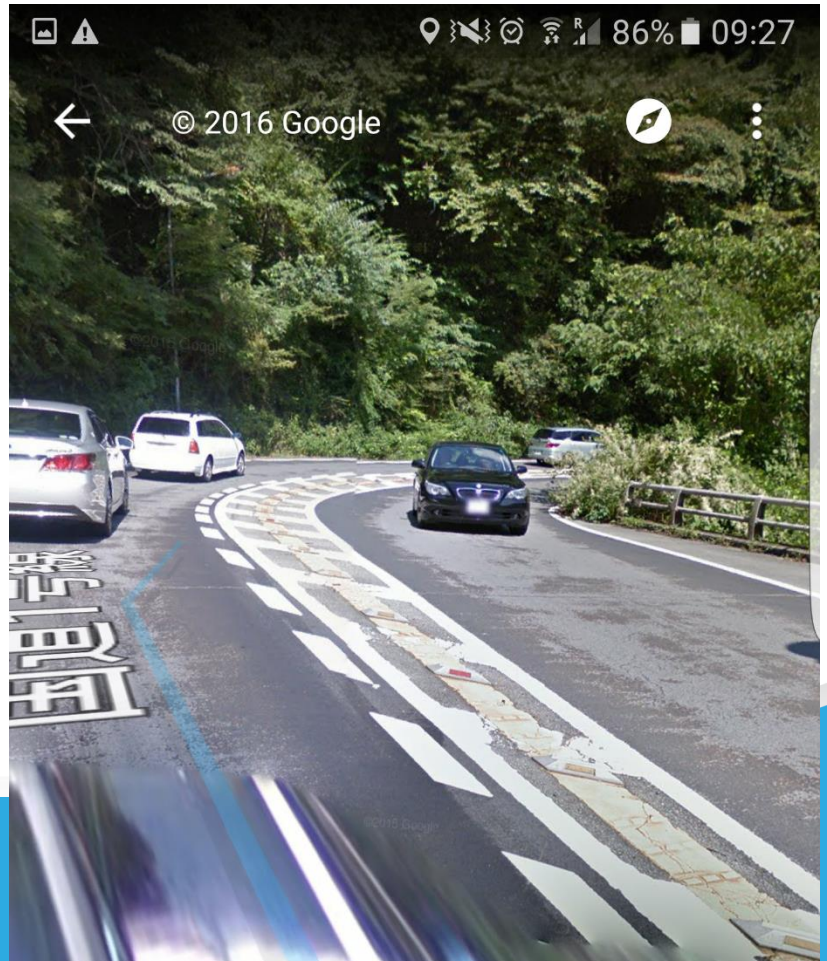
INTEGRATION PROJECT: AT-GRADE INTERSECTION BETWEEN AN URBAN NEIGHBOURHOOD ROAD WITH ONE LANE PER DRIVING DIRECTION WITH SEGREGATED ARTS LANE AND AN URBAN LOCAL ROAD WITH DEDICATED ARTS LANE

In The Netherlands these safety measures are already in palce

- ✓ The main routes of the TU Delft

And in Japan

- ✓ The mountain route to Hakone



Overview of the results: Impact of extra-fare on the ARTS and Minibus preference shares

		No extra-fare		*Extra-fare*	
		ARTS	Minibus	ARTS	Minibus
A1	**La Rochelle (FR)**	63%	37%	30%	70%
	Trikala (GR)	78%	22%	51%	49%
A2	**Lausanne (CH)**	78%	22%	26%	74%
	San Sebastian (ES)				
A3	Vantaa (FI)	30%	70%	17%	83%

Legend:
A1 = within city centre; A2 = within major facility; A3 = from public transport node to major facility
The city in bold character hosted a large scale demonstrator

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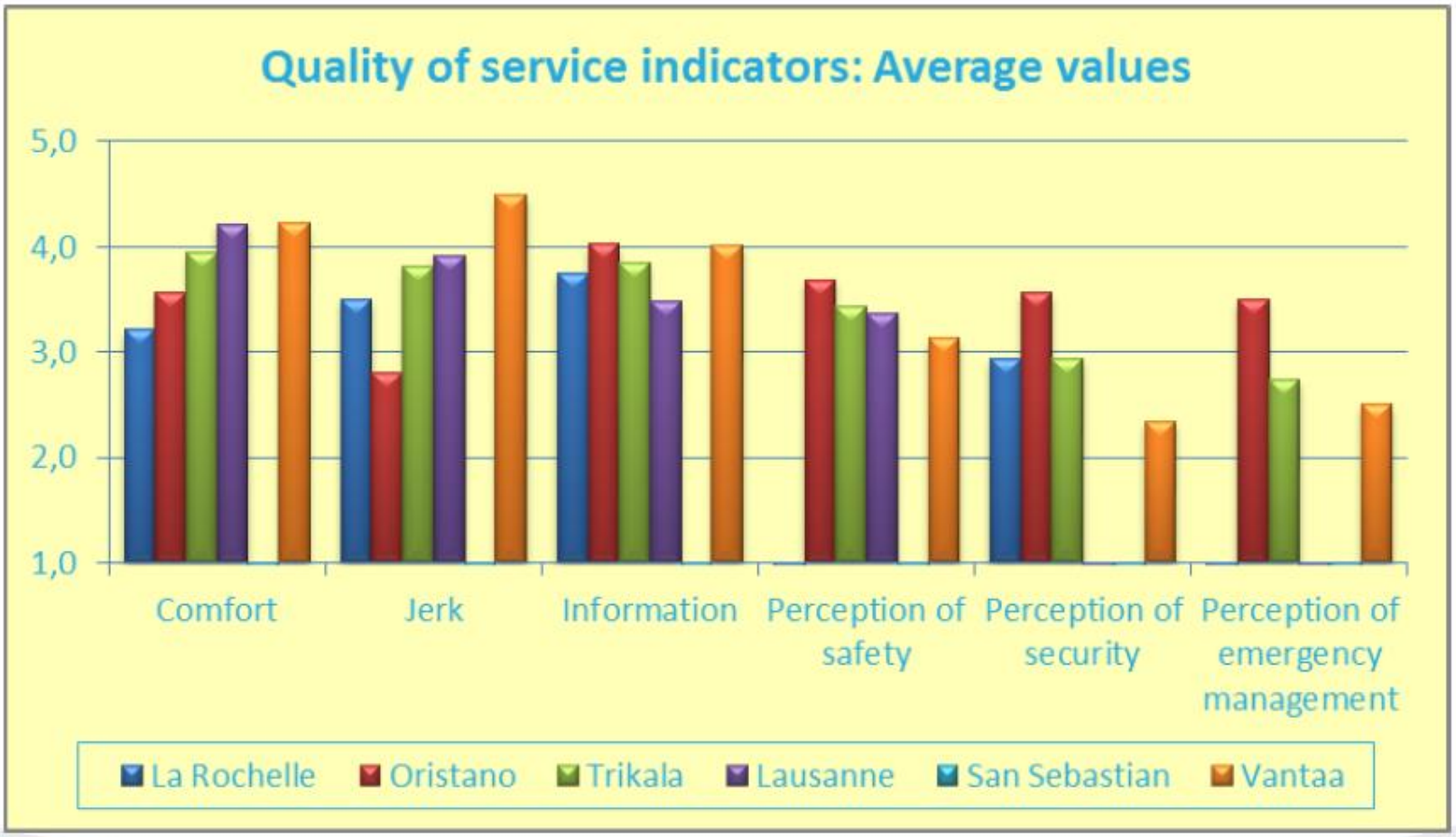
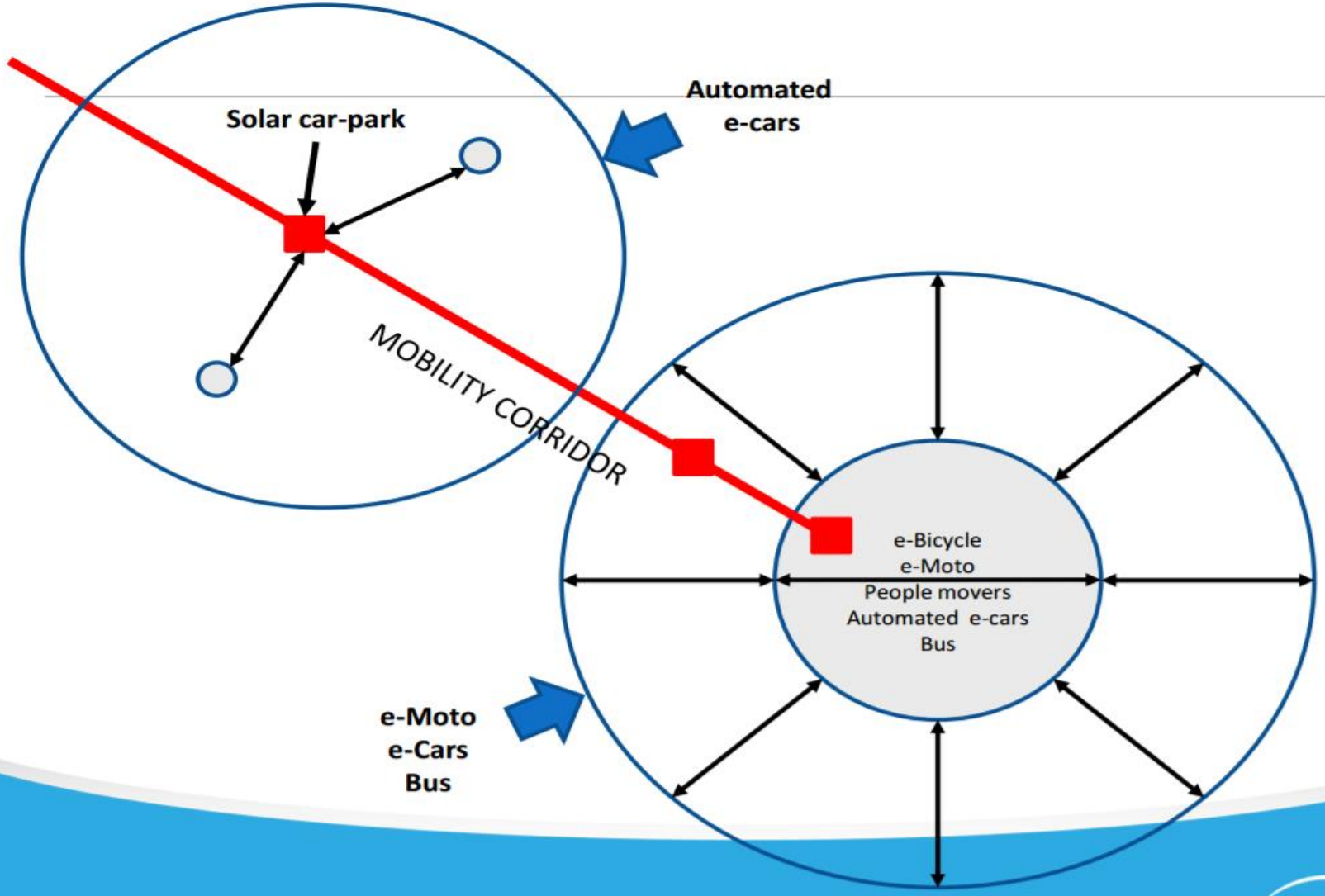
Results: Level of satisfaction with quality of service indicators chart



After all this learning, what can we do TODAY; what is it the «next generation transport» we can deliver?



THANKS FOR LISTENING FOR YET ANOTHER BUT LAST TIME

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