



# Strengthening International Road Transport Cooperation

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# Why EU-ICPCs\* cooperation on Transport Research?

## Challenges to Mobility, Safety & Security and Environment

In addition to the common challenges:

- Scientific research itself is increasingly international.
- Leverage knowledge exchange between Europe and ICPCs.
- Promotion of standards and technologies globally.

*\*ICPC - International Cooperation Partner Countries*



# ICPC and challenges



Population:  
191 Million



Population:  
1130 Million



Population:  
1330 Million



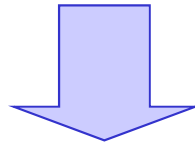
Population:  
48 Million



Population:  
145 Million

## With a high concentration in urban centres

- Today: 280 million people in mega cities (>10 million)
- 2007: First time in human history, more people living in cities than in rural areas
- 2015: 350 million people in mega cities



**Challenges to Mobility, Safety & Security and Environment**

# Why SIMBA and SIMBA II?

No coordination between transport projects/ activities in different regions. Cooperation between EU and other regions done in parallel.

- Transfer of technology vs reinvent the wheel
- Provide a coordinated national framework for R&D activities
- Adapt European standards to the local requirements
- Exchange of technology and know how
- Provide an early market opportunity for the stakeholders



# SIMBA II project



- Strengthening road transport research cooperation between Europe and emerging international markets to increase road safety, mobility, and transport efficiency.
- 100% funded by European Commission - DG Research
- Duration : 24 Months, from May 2008 to April 2010
- Key areas:

**Intelligent Transport Systems**

**Infrastructure**



# SIMBA II consortium



# SIMBA II objectives

| Objectives/Steps  | Brazil   | China    | India    | Russia   | S Africa |
|---|----------|----------|----------|----------|----------|
| Establish first contacts with relevant local stakeholders |          |          |          | SIMBA II |          |
| Jointly establish country priorities and common interests |          |          |          | SIMBA II |          |
| Create expert groups                                      | SIMBA II | SIMBA II | SIMBA II | SIMBA II | SIMBA II |
| Conduct feasibility studies and gap analysis of R&D needs | SIMBA II | SIMBA II | SIMBA II | SIMBA II | SIMBA II |
| Create R&D and/or demonstration projects                  |          |          |          |          |          |
| Market Deployment   |          |          |          |          |          |



# SIMBA I priorities

| EU Priority   |  |  |  |  |  |
|---|---|---|---|---|---|
| <b>ITS</b>  |   |   |   |   |   |
| Electronic toll collection and road pricing           | ●   | ●   | ●   | ●   | ●   |
| ITS for public transport                              | ●   | ●   | ●   | ●   | ●   |
| Integrated traffic management                         | ●   | ●   | ●   | ●   | ●   |
| Real-time traffic information                         | ●   | ●   | ●   | ●   | ●   |
| Incident detection and emergency response             | ●   | ●   | ●   | ●   | ●   |
| <b>Infrastructure</b>                                 |   |   |   |   |   |
| Pavement management systems/Bridge management systems | ●   |   | ●   |   | ●   |
| Alternative and recycled construction materials       | ●   |   | ●   |   | ●   |
| Heavy vehicles and road wear                          | ●   |   | ●   | ●   | ●   |
| Road infrastructure safety                            | ●   | ●   | ●   | ●   | ●   |
| <b>Automotive</b>                                     |   |   |   |   |   |
| Alternative fuels                                     | ●   | ●   | ●   | ●   | ●   |
| Vehicle safety  | ●   | ●   | ●   | ●   | ●   |
| Vehicle production design                             | ●   | ●   | ●   | ●   | ●   |
| Public transport systems based on buses               | ●   | ●   | ●   | ●   | ●   |
| Goods transport: security systems                     | ●   |   |   |   | ●   |



# SIMBA II priorities

| EU Priority   |  |  |  |  |  |
|---|---|---|---|---|---|
| <b>ITS</b>  |   |   |   |   |   |
| Education and training for experts, policy makers & investors               | •   | •   | •   | •   | •   |
| <b>Urban Mobility</b>   |   |   |   |   |   |
| Urban mobility management and operation                                     |   | •   | •   | •   | •   |
| Traveler information  |   | •   | •   | •   | •   |
| ITS for large events  | •   | •   | •   | •   | •   |
| <b>Road Safety</b>  |   |   |   |   |   |
| Naturalistic driving studies  |   | •   | •   |   | •   |
| eCall/ERA GLONASS   |   | •   |   |   |   |
| <b>Green Urban Transport</b>  |   |   |   |   |   |
| Electrification of vehicles   |   | •   |   | •   |   |
| Eco driving   |   | •   | •   | •   |   |
| <b>Infrastructure</b>   |   |   |   |   |   |
| <b>Mobility, Transport and Infrastructure</b>                               |   |   |   |   |   |
| Road freight transport  |   | •   | •   |   | •   |
| <b>Design and Production</b>  |   |   |   |   |   |
| Design of road infrastructure for protection against climate change impacts |   | •   | •   |   | •   |
| New road maintenance management and rapid maintenance techniques            |   | •   | •   |   | •   |
| <b>Safety and Security</b>  |   |   |   |   |   |
| Road safety audits and inspection   |   | •   | •   |   | •   |
| Protection of critical infrastructures                                      |   | •   | •   |   | •   |
| <b>Energy, Environment and Resources</b>                                    |   |   |   |   |   |
| Tyre/road interaction and development of low-rolling resistance pavements   |   | •   | •   |   | •   |
| Use of alternative materials and C&DW                                       |   | •   | •   |   | •   |

Standardisation development and raising awareness

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