

IBEC at the 2016 ITS World Congress

The 2016 ITS World Congress is fast approaching, to be held in Melbourne from 10-14 October 2016. IBEC has an extensive program of activities at the congress:

- Annual General Meeting
- IBEC Book Launch and Evaluation Workshop
- IBEC Sessions at the Congress

Keep reading to find out more about each of these activities.

Annual General Meeting

The IBEC Annual General Meeting will be held on Monday 10th October 3:15pm to 3:45pm at the same venue as the IBEC Book Launch and Evaluation Workshop (see below).

IBEC Lunch, Evaluation Workshop and Book Launch

Monday 10th October 2016, 12:45pm to 3:15pm

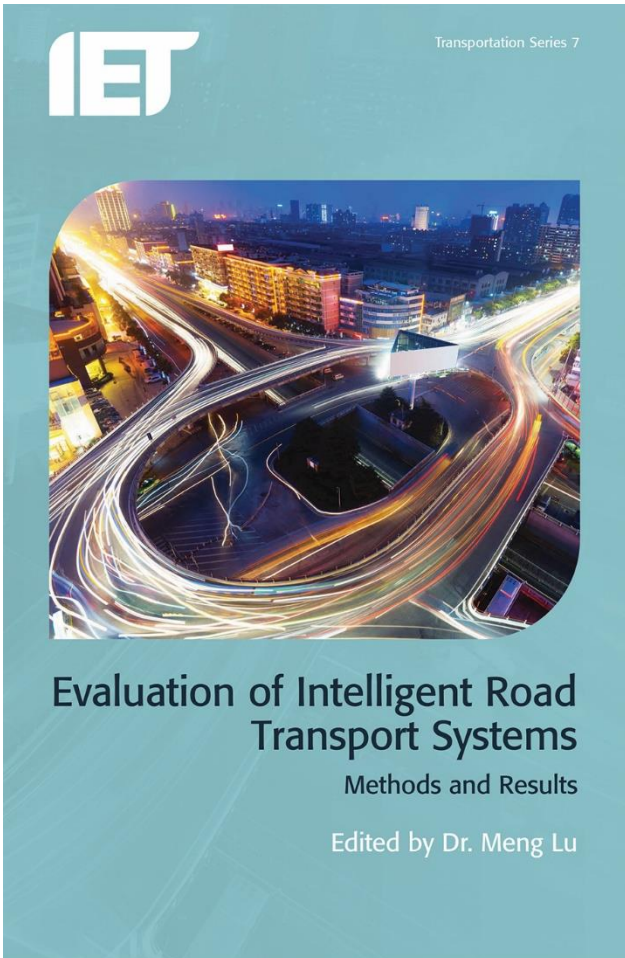
The event includes:

- A keynote address by the Victorian Minister for Finance, The Hon Robin Scott Pallas MP
- The launch of the book *Evaluation of Intelligent Road Transport Systems: Methods and Results* which has been edited and authored by IBEC members and
- A workshop featuring presentations by several of the book's authors, exploring the evaluation of connected and automated vehicle initiatives.





ITS Benefits Evaluation Community



The event features a distinguished line-up of presenters including Eric Sampson, Steve Kanowski from the Queensland Department of Transport and Main Roads, Meng Lu from Dynniq Nederland, Martin Böhm from AustriaTech, Alan Stevens from TRL, Risto Kulmala from the Finnish Transport Agency, Susan Grant-Muller from the University of Leeds and Johann Andersen from Stellenbosch University.

The event will be held at the World Congress venue, the Melbourne Convention and Exhibition Centre. Meeting Room 205 is on Level 2 of the Convention Centre building.

Pre-registration is required by 3 October 2016 at the [ITS Australia website](#) at AU\$20 + gst per person. Afternoon tea is included, but attendees are advised to arrange lunch beforehand.

If you have any questions about the event, please contact Andrew Somers, IBEC Co-Chair at andrew.somers@transoptim.com.au

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IBEC Sessions at the Congress

As part of your registration for the ITS World Congress, you are welcome to attend the four special sessions being run by IBEC.

IBEC session 1: Developments in Benefits, Evaluation and Costs of Road Charging

Tuesday 11th October 2016, 2:00pm to 3:30pm

Around the world, states, provinces and countries are examining and evaluating potential policy initiatives to change the way they pay for their transportation infrastructure to mitigate the decline in fuel tax revenues. Road charging is a funding mechanism where drivers pay to maintain roads based on the miles they drive, rather than the amount of fuel their vehicles consume. It sends the right price signals to drivers and directly helps them to first think about their trip and its cost impacts on themselves and others. Road charging recognizes that a city, a state, or indeed a country's road network, is more than a series of individual roads. It is a complex network, where congestion problems (and mobility solutions) are always interlinked. Several recent and planned pilot projects provide participants a variety of manual and technological choices for reporting the miles they travel, as well as a choice for submitting real or simulated payments. This session will comprise speakers who are addressing declining revenues from fuel taxes – a major issue states/provinces/countries are wrestling with – by promoting road charging as a utility-based approach to paying for road usage.

Organiser and moderator: Steve Morello, Senior Partner, D'Artagnan, United States

Speakers: Andrew Hyles, Director Transport Market Reform, DIIRD, Australia

Steven Newman, CEO, EROAD, New Zealand

Malcolm Dougherty, Director, Caltrans, United States





IBEC session 2: Potential benefits of Mobility as a Service and what is already proven?

Tuesday 11th October 2016, 4:00pm to 5:30pm

In the last couple of years several initiatives on “Mobility as a Service” (MaaS) have been undertaken around the globe. Within the MaaS concept transport services from public and private providers are promoted together as mobility packages for travellers. In this concept no one single mode (e.g. car usage) is the driver for mobility; rather mobility is the driver for single modes (e.g. having a mobility security to come from A to B). This concept would be based on a systematic change through a changed travel behaviour of people – from ownership of a vehicle towards ownership of mobility services. The first results from MaaS demonstrations and pilots are now available and will be discussed in this IBEC session. Questions will be posed such as: Are travellers willing to rely on mobility services instead of car ownership? What does a benefit-cost ratio look like for the single stakeholders – including travellers? Will sharing services promoted via MaaS led to a reduced need for public transport as well as for individual car ownership? Are there different expectations from travellers across the globe?

Organiser: Martin Böhm, Head of Unit, AustriaTech, Austria

Moderator: Anita Curnow, Executive Director Policy & Programs, VicRoads, Australia

Speakers: Martin Böhm, Head of Unit, AustriaTech, Austria

Sampo Hietanen, CEO, MaaS Global, Finland

Alexa Delbosc, Lecturer, Monash University, Australia

Jana Sochor, Researcher, Chalmers University of Technology, Sweden

Tim Papandreou, Director, Office of Innovation, SFMTA, United States





IBEC session 3: Evaluation of connected and increasingly automated vehicles

Thursday 13th October 2016, 2:00pm to 3:30pm

Evaluating the impact of connected vehicles (cooperative ITS) presents unique challenges beyond the already complex world of ITS evaluation. Factors include additional stakeholders, multiple communication technologies and the possibility of implementing services in many different ways. As connected vehicles become increasingly automated the situation changes in ways that may be difficult to predict. Currently, there is a dearth of experimental data but “ex-ante” assessments to help determine investment priorities have been based on relevant data from elsewhere, hypotheses about impacts, and estimates from “expert judgement”. Such systems promise to: (i) improve traffic safety by reducing driver workload and minimizing human errors due to driver distraction or reduced vigilance; (ii) increase mobility through reduction of congestion (iii) reduce vehicle emissions and fuel consumption; and (iv) provide individual, organizational and commercial productivity improvements. But, to what extent are these benefits likely to be realized? How will drivers actually behave and react? What new metrics and performance measures do we need to consider in deployment? Limited trials and pilots are now underway but we know that data will often be confounded. The session will explore, through examples and case studies, the challenge of evaluating the potential benefits of connected vehicles.

Organiser: Alan Stevens, Research Director, TRL, United Kingdom

Moderator: Andrew Somers, Specialist Consultant Net Ops and ITS, Transoptim, Australia

Speakers: Satu Innamaa, Senior Scientist, VTT, Finland

James Sayer, Head, Human Factors Group, UMTRI, United States

Miranda Blogg, Project Manager (ITS), TMR Queensland, Australia

Alan Stevens, Research Director, TRL, United Kingdom

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IBEC session 4: Effects of automated driving to reduce accidents and fatalities - the cost/benefit perspective

Thursday 13th October 2016, 4:00pm to 5:30pm

Worldwide, the economic cost of road accidents and fatalities burdens the national budget (public economy cost) by billions of USD every year. In 2010 UN and IRF introduced a Decade of Action initiative with the ambition to half the number by 2025. One aspect with the potential to dramatically reduce fatalities, accidents and increase efficiency is implementation of automated driving (SAE Level 5).

Highly or fully automated cars and trucks require a new approach for evaluating benefits and costs, particularly for SAE Level 5 vehicles (full autonomous in all conditions without any driver). Level 5 vehicles promise to: (i) improve traffic safety (ii) increase mobility through reduction of congestion (iii) reduce vehicle emissions and fuel consumption and (iv) provide individual, organizational and commercial productivity improvements. But to what extent are these benefits likely to be realized and when?

Organiser and moderator: Reinhard Pfliegl, Senior Advisor, A3PS, Austria

Speakers: Alan Stevens, Research Director, TRL, UK:

Glenn Geers, Principal Engineer, ARRB Group, Australia

Marcia Pincus, Programme Manager, US DOT, United States

