

Interreg Automated Transport



2018 Annual Conference POLIS



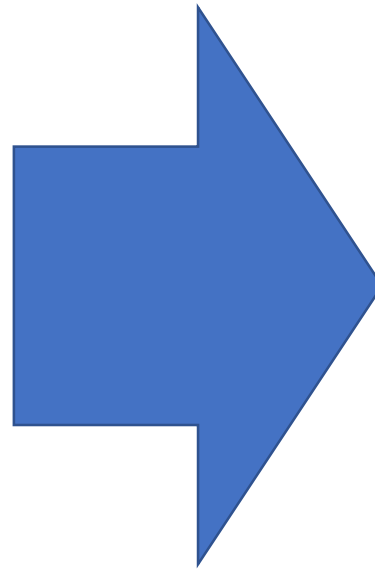
Manchester, 23 November 2018
Martijn Bruil
Province of Gelderland

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Dieses Projekt wird im Rahmen des INTERREG-Programms von der Europäischen Union und den INTERREG-Partnern finanziell unterstützt.
Dit project wordt in het kader van het INTERREG-programma financieel ondersteund door de Europese Unie en de INTERREG-partners.

28 JANUARY 2016 • 4:45PM

The first self-driving electric shuttle for use on public roads has taken to the road in the Netherlands. The "WEpod" took six passengers down a 200m stretch of street in the first trial of its kind.



2014-2016

Interreg -
Automated
Transport



Interreg -
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Transport



2017-2020

Interreg - Automated Transport



- Automated transport
- Prototypes and testing in Living labs
- Product en process innovations
- development and sharing knowledge
- Business, Education / Research and Government
- Innovation strenght in the NL-Germany border region



22 Dutch and German Partners

15 SME, 4 GOV, 3 R&D



Spring
innovation
management



Zwart UG

Urban Mobility Systems

NOOT personenvervoer



Why do we do this?

- Future mobility for everyone
- Road safety
- Boost regional economy
- Gain experiences in innovative mobility, that can fill existing public transport, especially in less profitable locations. Nowadays steward has to be on-board, in the future possible business case, because 50% costs PT are for driver

- And also:
- Spatial planning in cities
- Road capacity
- Pollution issues : clean driving on electric motor with small bus, less emissions and noise

Lessons learned

- Admission automated vehicles: 2 partially different legal frameworks
- Vehicles do not exist legally yet and admission not yet European harmonized.
- admission procedures are difficult, in GER different from NL. In NL central by RDW, in GER decentralized by TÜV (technical surveillance institute) Bezirksregierungen (part of federal state), kreis/county.
- Exchange or experience with understanding of policy behind it
- Focus on Aachen (GER) - Vaals (NL) as living lab
- Ethical questions safety (accident stint)

Lessons learned II

- Cultural difference: Germans like to have a better basis (data, road safety, jurisdiction) before they start, so more research and evaluation. Dutch people make quicker decisions, and take quick steps, more learning by doing. Germans think a step further, want it better examined and structured → synergies and strenght of cooperation.
- Very heterogeneous composition of group, therefore difficult to come to an unambiguous plan and project
- Also translate culture (2 countries, different background).
- Mutual communication is the learning point, passing on unambiguous information to all partners, this is difficult for innovative projects where little is known. Good management of expectations to groups of stakeholders.
- Make sure communication and exposure is well aligned with project partners and with visible project activities to maintain public attention.