City of Gothenburg

Geofencing

From a City Perspective

Mikael Ivari, Senior Advisor, Urban Transport Administration

More sustainable, attractive and safer cities

City of Gothenburg

Geofencing on bus line 55 and 16

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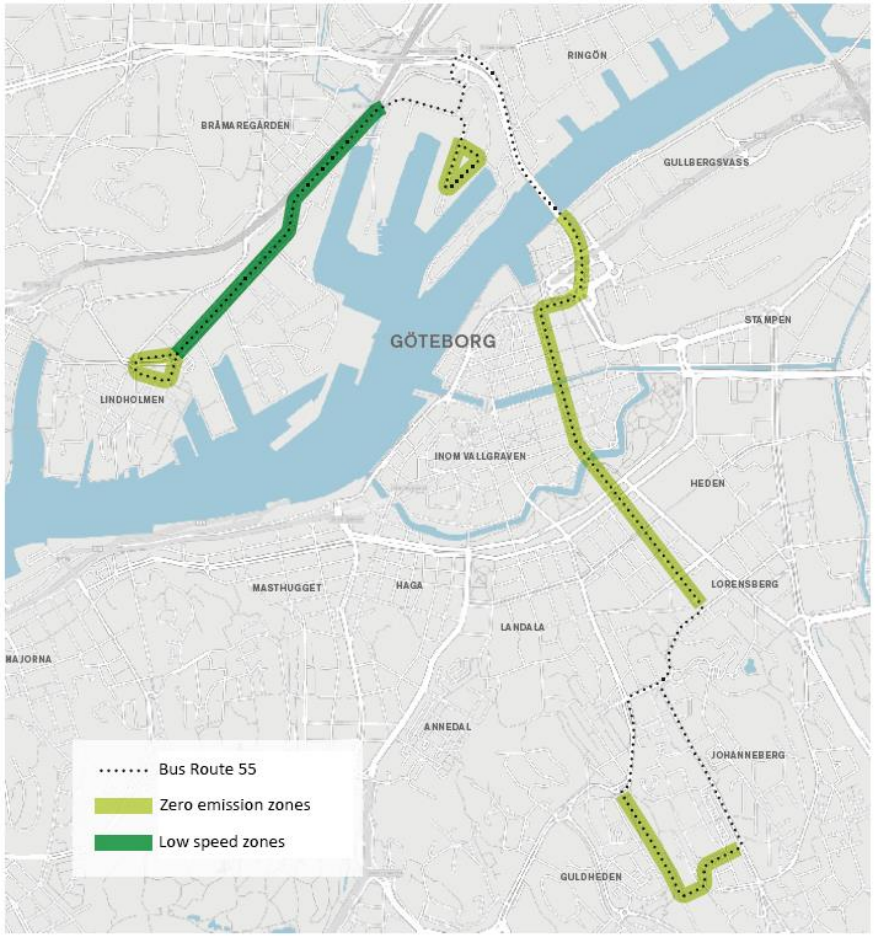

Map of Bus Route 55 showing in which areas the zone management system is set to electric drive and where max speed is limited. Dark green shows low speed zones. Light green shows zreo emission zones.

Geofencing applications

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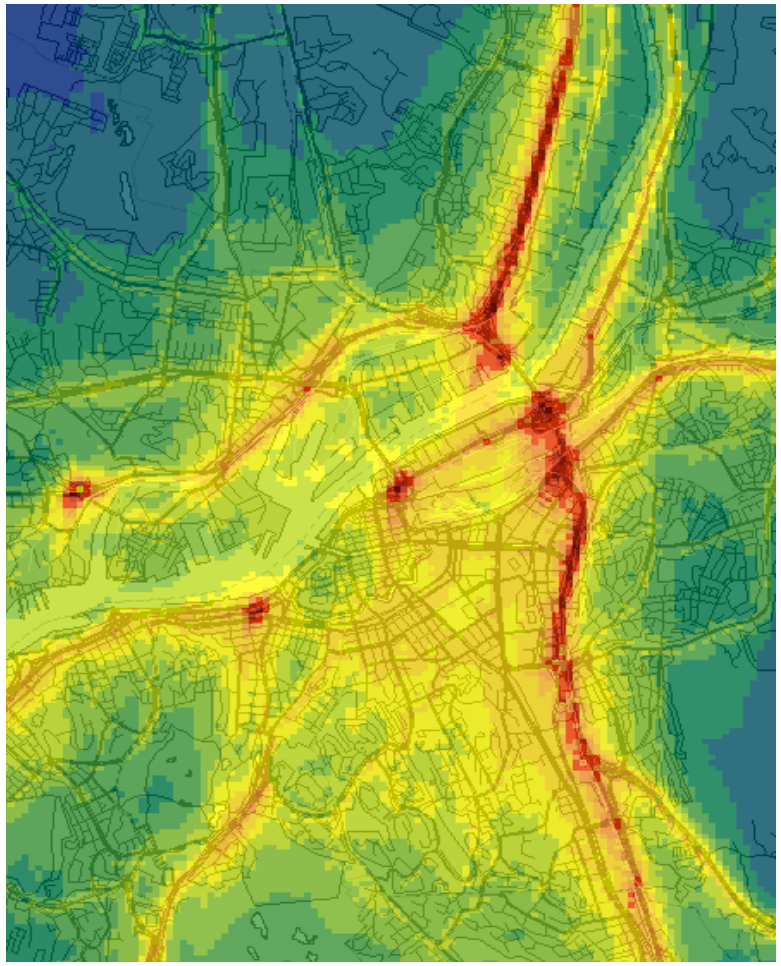

- Speed
- Power train
- Access

- Less pollution
- Noise reduction
- Improved traffic safety
- Increased travel comfort
- Higher transport efficiency

The city provides a geofence for subscription

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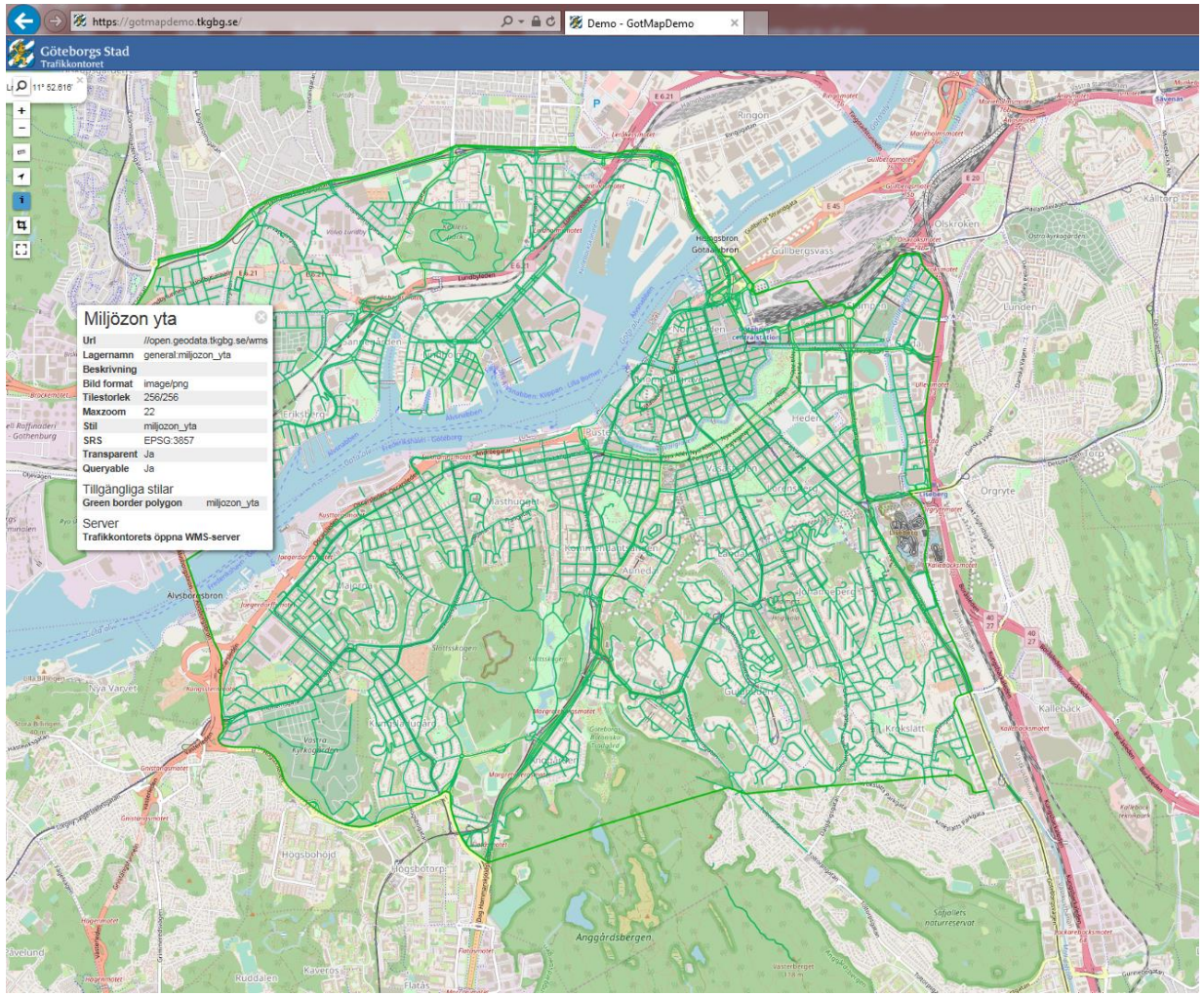

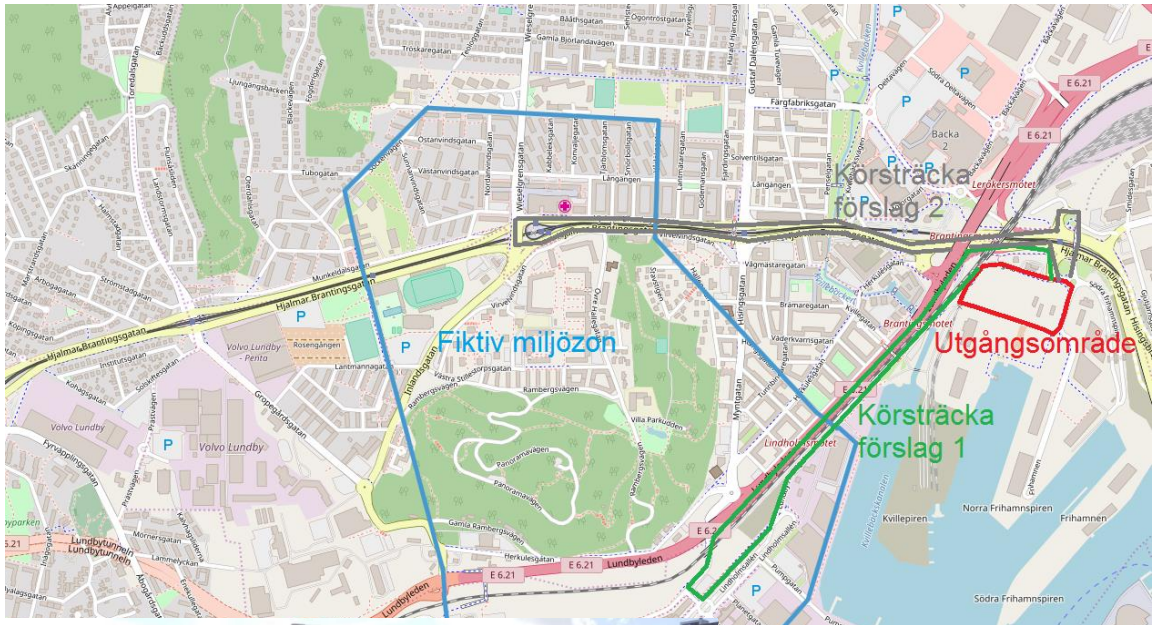

Swedish minister of Infrastructure Tomas Eneroth and Francois Bellot, Belgian minister of transport.
Photo: Volvo Cars AB, Anette Westerlund

Sustainable city – open to the world

What we need for large scale introduction

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- Connected vehicles
- Digital infrastructure
- Legal framework
- Data models
- Harmonization

Collaborative innovation capacity

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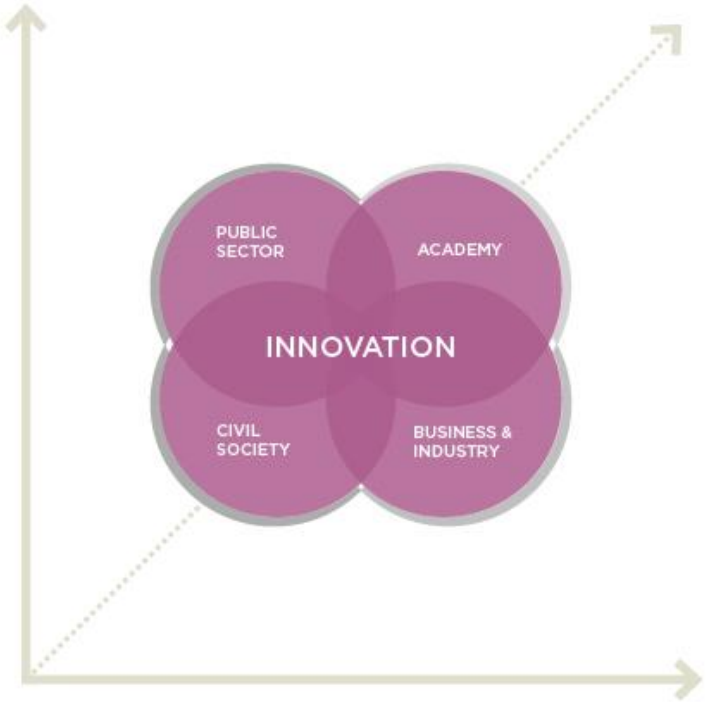

National Action plan initiative

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Comprehensive action plan: Joint mobilization on digitalization for secure and smart urban environments

GOVERNMENT ASSIGNMENT – TEST AND DEMONSTRATION PROJECT USING GEOFENCING IN URBAN ENVIRONMENTS

Göteborgs Stad

TRAFIKVERKET

Stockholms stad

VOLVO
VOLVO GROUP

VOLVO

SCANIA

Action Plan recommendations

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1. Set up a research and innovation (R&I) program
2. Encourage legislation and regulations that support the implementation of geofencing
3. Develop organizational and digital processes, as well as data, for geofencing zones
4. Develop systems, routines and processes for self-regulating systems and control in smart zones
5. Examine the socieconomic and business potential
6. Encourage national and international harmonization
7. Support and pursue demonstration and pilotprojects

Our next step – dynamic geofencing

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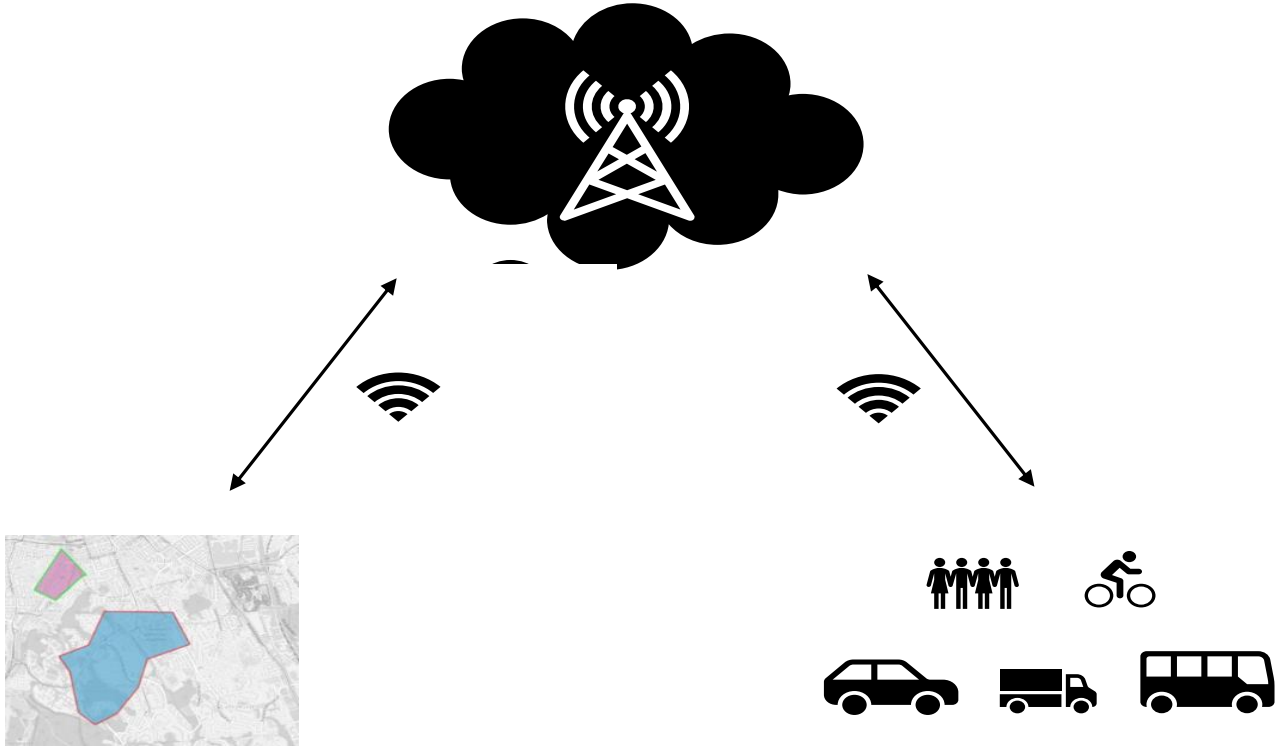
ELECTRICITY

Nordic WAY 2



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