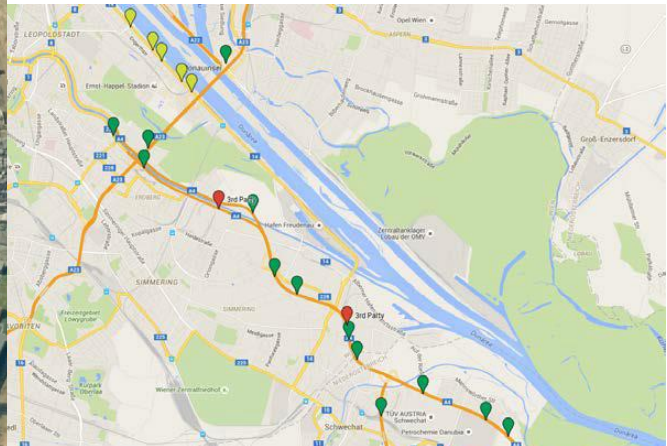


# First public test in the ECo-AT Living Lab provided thrilling insights and confirmed previous papers



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## LEGAL INFORMATION:

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Dear Sir or Madam,

It is a pleasure to provide you with an update on the ECo-AT project (European Corridor – Austrian Testbed for Cooperative Systems). **From 1-3 March 2016, the first public test cycle was carried out in the ECo-AT Living Lab.** Overall, 30 participants were involved in the 6 test sessions conducted over a period of 3 days.

These are some of the partners who participated in the test cycle: ASFINAG, AustriaTech, Kapsch TrafficCom, SIEMENS, SWARCO, Volvo Trucks, CohdaWireless, Commsignia, DENSO, Honda, Hyundai, Opel.

The tests were implemented on the premises of the motorway operation and maintenance facility of Autobahnmeisterei Inzersdorf and on the road network of the ECo-AT Living Lab. 30 predefined events / messages were sent out to 19 roadside stations and 5 traffic light systems were equipped with cooperative services at the Living Lab. To this end, story boards were defined for 2 test routes and made available to the participants.

#### **The most important test results:**

- All participants were able to test all ECo-AT use cases at the Living Lab.
- All test issues that arose were successfully resolved in the course of the tests.
  - o wrong timestamps, incorrectly marked points and routes, incorrectly coded data elements, trouble with the transmitters and receivers;
  - o inconsistent interpretation of standards and specifications.
- The receivers were able to receive, decode and correctly interpret the ECo-AT message sets.
- The system of sending C-ITS messages via the road infrastructure worked well.
  - o The positioning of traffic news (points, routes) using a traffic control centre was sufficiently accurate to generate quality traffic news for the vehicles.
- The wide range of sent-out test data still has to be analysed in detail in the post-processing.
- In coordination with the OEMs, the ECo-AT specifications need to be re-calibrated (e.g. use of specific data for the In-Vehicle Information use case (validity, etc.) and the DENM use case (actionID, originatingStationID, referenceTime, detectionTime, etc.).

Post-test feedback from the participants was for the most part favourable. The organisation, which had been further refined in recent workshops, formed the basis for a highly productive atmosphere. All participants were convinced that field tests such as these are the only way to warrant further substantial improvements in the development of the C-ITS system. All participants consented to having the collected data analysed in detail so as to ensure that the learning outcomes are taken into account in further developments and future test cycles.

The next two test cycles are scheduled for May and September 2016.

Sincerely,

Marko Jandrisits  
ECo-AT project leader

#### The project in a nutshell:

Short title: ECo-AT  
Long title: European Corridor – Austrian Testbed for Cooperative Systems  
Programme: Austrian Climate and Energy Fund: Annual Programme 2012; programme strand: transport; programme: "Innovation for green and efficient mobility – Implementation measures within the framework of the national action plan for intelligent transport systems (IVS)"  
Project duration: 01/2013 – 04/2017 (52 months)  
Theme: intelligent transport systems - cooperative services  
Project costs: EUR 11,800,000  
Subsidy: EUR 5,000,000  
Website: [www.eco-at.info](http://www.eco-at.info)  
Partners: Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft represented by ASFINAG Maut Service GmbH (project management), KAPSCH TrafficCom AG, SWARCO Aktiengesellschaft, Siemens AG Österreich, Vereinigung High Tech Marketing, Volvo Technology AB, FTW Forschungszentrum Telekommunikation Wien GmbH, Bundesanstalt für Straßenwesen, ITS Vienna Region / Verkehrsverbund Ost-Region (VOR) GmbH