



Meeting minutes, Action Items and Next Steps:

September 15, 2020,

Ezelsveldlaan 59 Delft & MS Teams participants

A list of participants is attached.

Subject: FSB - FilestaartBeveiliging / JTW - Jam Tail Warning

Summary of results from the spring 2020 FSB Market Orientation:

- The market is interested in the next step to realize JTW services/objectives
- Implementation in 2 to 3 years is possible
- Collaboration is key to achieve stated objectives. Few parties have the capabilities (and market reach) to achieve an end-to-end service by themselves.
- A consumption rate of the messages of >75% of vehicles on the road is the objective (this can only be reached by multiple chains/suppliers)
- Safety is key! Driver distraction is not acceptable. The system needs to achieve an elevated level of safety.

JTW issues to be addressed now / during Market Consultation (not exhaustive):

Jam Tail Warning (=JTW) what distinguishes it?:

- Ubiquitous availability on all (arterial) surface roads in NL (complementing MTM displays).
- Message delivery occurs primarily “In-Vehicle” (i.e. phone, headunit, dashboard, audio, hazard lights or through other means) but we are also open to explore and discuss other solutions.
- Market penetration / messaging consumption target: >75% of vehicles on the road consume the relevant messages. This target is accumulative across providers/OEMs/delivery channels and must be planned realistically.
- JTW may be considered as a starting point/reference model for bringing other/additional services in-vehicle.
- JTW may be considered an “information service” at this point. The expectation exists to develop it to become a “safety service” over time (taking into account the link with connected and automated driving).

Standardization: building upon existing capabilities; what is missing?

- Service Quality: a joint definition of KPIs (benchmarks) and structures for assessing KPI attainment (minimum consistency) (incl accuracy, availability/up-time, geographic availability/coverage) might be helpful.
- Human Interface factors: requirements, conditions, KPIs/criteria, assumptions need to be taken into account.

Other items: (important, but implicitly also covered by/incorporated in the above items)

- Privacy and (Cyber)security: Per value chain or for providers individually
- Data Quality: availability, quality FCD, sharing, enrichment, latency

Business case:

- What parties contribute to your value chain, what roles & responsibilities are assigned?
- What distribution channels will you employ? What reach do you anticipate to serve?
- What does your financial model look like? What type and level of support do you require?
- When will your service break even / exist independently from support?

Observations (not all participants agreed):

- Currently, JTW exists on a limited scale based on private initiatives. This process aims to make the service ubiquitous and have it meet the stated objectives of geographic coverage and reach a large portion of road users. Existing services may be enhanced, expanded, elevated to achieve these goals.
- RWS wishes to engage in a further discussions with providers / value chains to achieve its FSB goals. Proposals which cover all links in the chain to reach road-users with high quality JTW messaging have our preference.
- NDW is a trusted party for several participants and it is therefore anticipated that parties may engage NDW as part of their value chain. Solutions that do not rely on NDW capabilities are also considered.
- It is accepted that there are different or multiple suppliers of the JTW services (now and in the future), consumers / drivers may choose a service provider of their liking. There will be competition between the different service suppliers.
- It is desirable to develop an ecosystem based on (quality) standards, interfaces and KPI's. The multiple data / JTW chains will be different, so there will be different service & product models. All services are expected to meet the minimum KPI, benchmarks and standards which are established for this service.
- Whatever good traffic services exist today, we aim to elevate existing structures to attain results closer to stated objectives.
- Whatever hurdles the market and public sector sees, all these need to be addressed in the proposals in order to achieve success.
- Innovation needs to be aligned with EU / surrounding countries initiatives.
- Well-developed proposals may qualify for funding sources (Nationaal Groeifonds and EU sources?).
- Data exchange standards already exists (e.g. Datex II) and connect with the discussions and conclusions of the Data Taskforce

Interesting ideas put forward by the participants:

The public partners might offer the private providers an annual budget in order to offer JTW services, and market partners which have a better/higher score on the review criteria get a higher share part of the budget

Action Items/ resolutions:

1. The participants decided they will submit Proposal/Outline/Architecture for meeting the stated RWS FSB objectives. About eight hands went up to show the interest of parties intending to do so. These high level / concept proposals may serve to recruit other value chain members and form the basis for a well supported proposal elevating FSB capabilities significantly towards the stated objective of >75%-90% vehicles consuming the reliable messages in some form.
2. Proposals mentioned under #1 are requested no later than Oct 6th, 2020 so parties can evaluate the proposals and prepare to align themselves and determine what they might contribute. If this is a problem, do not hesitate to contact us.
3. Connekt/RWS will not share your proposals with other participants. You may do that yourself if you so choose. Please inform RWS/Connekt of any relevant alliances / collaborations.
4. A next FSB meeting will be called for Oct 13 to start a next round of discussions. These meetings will serve to materialize alliances/ value chain partners and deepen the substance of the proposals. At this meeting there will also be an opportunity to discuss the RWS reference paper which is mentioned in the accompanying letter. RWS may be open to meeting Value Chain members to discuss on a bilateral basis if needed. Given the short notice between proposal submission and the actual meeting, we ask for your flexibility in arranging such meetings.

Process / Activity Planning Overview:

Activity	Date
Questions wrt Marktconsultation document	25 Augustus 2020
Publish memo of information	11 September 2020
Plenary session at Connekt, Delft	15 September 2020 13:00-18:00
JTW Structure Proposals Participants	6 October 2020
Reference Paper RWS	2 October 2020
Value Chain Work Meeting 1 Formation of Value Chain Parties	Week van 13-15 October 2020 13:00-18:00 @ Connekt Delft / MS Teams
Value Chain Work Meeting 2 Bilateral Discussions with RWS	Week van 27-30 October 2020 13:00-18:00 @ Connekt Delft / MS Teams
Submit Concept Proposals by Value Chains	6 November 2020
Completion / Plenary Session	10 November 2020 @ Connekt Delft / MS Teams
Submit final proposals by Value Chain & Connekt Advisory Report	17 November 2020
Analysis and report	December 2020

(Physical) meetings are listed in bold typefont

Attendees Delft:

1. Andy Berkouwer	Be-Mobile
2. Theo Kishna	CGI
3. Ward Koopmans	CGI
4. Jelle Draijer	Localyse (Google)
5. Tom Hoenderop	Here
6. Wim Broeders	MAPtm
7. Menno Malta	Monotch
8. Robin Huizinga	PTV Groep
9. Arjan Honingh	RHDHV
10. Paul van Koningsbruggen	Technolution
11. Jeroen Brouwer	Tomtom
12. Hergen Schuringa	TriOpSys
13. Rolf Appel	TriOpSys
14. Marlon Dorsiel	Vodafone Ziggo
15. Wim Vossebelt	v-tron
16. Vincent Verheijen	Arcadis
17. Ronald Adams	RWS
18. Hans Kramer	RWS
19. Erik Roza	Connekt
20. Tom van Dam	Connekt
21. Lukas van der Kroft	Connekt

Attendees MS Teams:

22. Luc Wismans	Goudappel
23. Stefco Kraaij	Vodafone Ziggo
24. Rick Schotman	Keypoint Consulting
25. Bart Stroobran	ANWB
26. Dominic Paulo	INRIX
27. Wolfgang Mühlbauer	INRIX
28. Gerard Avontuur	RWS
29. Boris van Waterschoot	RWS
30. Matthijs Wauters	RWS
31. Marco Schreuder	RWS
32. Yvonne Dierikx	RWS
33. Henk Schuurman	RWS
34. Kinfa Chan	Scenwise
35. Peter van der Veen	TripService.nl (Waze/Google)
36. Fred Verweij	RWS
37. Serge van Dam	RWS
38. Ben van de Pavert	Siemens Mobility
39. Arthur Linssen	Connekt
40. Mieke Masselink	Connekt
41. Oumaima el Khamlichi	HvA Student
42. Bilal Fadi	HvA Student
43. Anoushka Beukers	HvA Student