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PTV reveals its involvement in the EU's eCoMove energy-efficient ITS project

German transportation software developer, PTV, has announced the details of its involvement in the European Union's eCoMove project. The aim of the project is to integrate ITS in order to create the preconditions needed to reduce fuel consumption and carbon emissions, which can potentially deliver up to 20% overall fuel savings and CO2 emissions reduction. The eCoMove project started in April 2010 and is scheduled to be completed by March 2013. The project is part of the 7th framework program of the European Commission and has total costs amounting to EUR22.5 million (US\$31 million) of which EUR13.7 million (US\$19 million) are funded by the EU.

PTV is one of the 32 members of the eCoMove consortium and will work on three of the six sub-projects, which will test the energy efficiency of cooperative V2V (Vehicle-to-Vehicle) and V2I (Vehicle-to-Infrastructure) communication systems. The company is in charge of the development of basic technologies to be integrated into the entire project. A primary focus is on the standardisation of protocols that are used for V2I communication. One of the sub-projects deals with applications for cooperative, eco-friendly traffic management and control. This includes the development of a digital map that shows emissions. Historical and current data from traffic management are used in order to provide information on pollutant emissions. The team members of this sub-project have chosen PTV software products for transportation modeling and forecast, as the basis for their technological approaches.



The project not only deals with private transport, but is also concerned about the CO2 emissions produced in freight transport, resulting in one of the sub-projects concentrating on ecoFreight and Logistics. The aim is to make logistics more eco-friendly by adopting a range of measures that integrate transport planning, implementation and post-assessment. PTV is currently developing a system designed to minimize the CO2

footprint of all transport runs, which will take traffic data and forecasts into account. The company's vice president of ITS technology, Michael Ortgiese, explains, "For example, if there is a construction site within a specific route section, this will have an impact on the road network. Sustainable transportation planning must take this information into account, because traffic flow can stagnate in this area. Subsequent traffic jams will lead to higher CO2 emissions and will cost time and money. In coordination with a city logistics portal, the calculated and optimised transport run data will then be transmitted to the truck while flexibly reacting to current updates. We are planning to define the specification by spring 2011, when it will be implemented."

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