



# ACTIF Newsletter n°13



Aide à la  
Conception  
de Transports  
Interopérables  
en France

January 2011

## Contents

- Leading article
- News
- To application
- Tool and model – Dreamed ACTIF
- Assistance and training
- To meet ACTIF

## Leading article

Difficulties encountered by travellers during last weeks of 2010 have pointed out the importance of the quality of information circulating among transportation services staff, in between different services, and ultimately towards travellers, in order to anticipate and alleviate the effects of crisis manage them, and continuing to insure high standard services in spite of circumstances. As for example, the difficulties encountered by many airports emphasized how important it was to think in terms of “co-modality” (complementarities of transportation modes: plane, train, car...) within operators, rather than to undergo the multimodality of travellers : anticipate the crisis by preparing alternate services, rather than seeing people changing their transportation modalities under pressure and without global vision.

Progress has to be made within companies to insure appropriate interfaces between operating staff and information to travellers. These improvements must overcome a pure rational competitive logic (challenges between companies) and increase a global service coherence in which cooperation between stakeholders contributes to crisis management; this logic of global service may go beyond a mere transportation approach, for example if the travel has to be differed or if accommodation has to be proposed until the situation returns to normal.

Depending on Logical ITS can offer bricks which contribute either in the opening or in the isolation of transportation companies from the outside world. Helping to design and develop open and cooperative systems is what ACTIF has been aiming at for a decade in proposing a general frame for the development of interoperable transportation systems. Work has to be performed in order to make ACTIF completely functional and totally operational. In order to fulfil its purpose and fully meet public and private stakeholders, it is necessary to organize the return on experience so that ACTIF can take into account the results of field work.

This is the process that we undertook in 2010 through the “aide à la conception rêvée” (“dreamed help-tool to the design process”)

May 2011 bring you lots of successes and cooperation.

Jean-François Janin

*In charge of the “Intelligent transportation mission»*

## News

- The English/French V4 version of OSCAR was released before Nov 1st. Simultaneously minor evolutions and corrections to the ACTIF model were released.
- A comparison of ACTIF with other European frameworks has put forward main differences between those different models, as well as defined conditions to respect in order to allow fructuous exchanges.
- “Dreamed help-tool to conception process”: Nov. 16th of 2010 workshop allowed identification in collaboration with a few interested partners, different options to follow the development of tools dedicated to designers of ITS systems. One of it is to facilitate a precise definition of interfaces between systems in compliance with existing standardized data models and messages. The consequences of these demands on existing model and tools will be evaluated before works execution in 2011.
- On February. 1st of 2011, the “FRAME” workshop will take place in Paris. It should end up on defining the conditions in which maintenance of European framework FRAME could be organized through intergovernmental cooperation.
- On February 2nd, P. JESTY and Y. DENIS will make a joint presentation of FRAME and ACTIF during the annual ATEC-ITS FRANCE annual congress.
- Next training to ACTIF will be held in SETRA offices on March 15th of 2011.



# ACTIF Newsletter n°13



Aide à la  
Conception  
de Transports  
Interopérables  
en France

January 2011

## To application

Applications of ACTIF were recently made to the following two projects : update of the E-call study, design of an open data exchange platform (within the VIAJEO project):

- The first project is an update of works conducted in 2006/2007. It allows measuring the potential impact of the European Community DGINFSO project (systematic equipment of vehicles with modem for the transmission of digital alert message towards the 112 vocal number) on existing organizations and services offered by car manufacturers and global solution providers.
- The second project is aimed at producing a functional description of services to be implemented on the experimental platform which is to be developed in Shanghai: measure and correlation of pollution data with traffic and congestion data, measure and posting of waiting time at bus stops... (European Project VIAJEO). The interest of this study is to directly address the technical specifications of interfaces in order to make concrete. ACTIF content and designers' expectations.

Regarding the traveller information data, it will be necessary to work on the consistency of ACTIF messages and SIRI technical specification.

## Tool & Model - Dreamed ACTIF

A few answers had been collected from the October 2010 enquiry. However, all the answers accordingly emphasized the need to a better meet of expectations of designers and developers of ITS systems: all shared the point of view that ACTIF has a far too short (limited in time to the organizational and functional phases) interest in the design process) whereas it necessitates a quite long and heavy training to the model and to the tool.

The designers and developers expectations would then be that ACTIF could be used in the following steps of the design process of systems (autonomous functional modules) and of their interfaces. This is a necessary people condition to agree, that useful investment to master and use ACTIF is the main guideline to being able to propose messages using existing structures in standards

The question is thus to examine how existing standards could be added to the ACTIF model in such a way to be used through (facilitate access to guides, freeware, tables...). To be tested in 2011 like examples in public transportation and logistics. If positive the process could be generalized and applied to a next model version and give birth to new set of tool.

If not, it will allow improvement of the ACTIF tools though a new methodological support and documentation on ways to design interoperable system.

## Assistance and training

The next training to ACTIF will take place on March 15 in SETRA office. It is free and open to public. The registration form can be downloaded on the front page of our web site ([www.its-actif.org](http://www.its-actif.org))

The ACTIF team, remains of course available to your complete disposal for any assistance on your projects.

## To meet ACTIF

The ACTIF team will attend the ATEC-ITS France Congress on Feb 2 & 3, including a joint presentation of FRAME and ACTIF by P. JESTY and Y. DENIS

Web site: [www.its-actif.org](http://www.its-actif.org)

To contact us: [yannick.denis@developpement-durable.gouv.fr](mailto:yannick.denis@developpement-durable.gouv.fr)