

### Editorial

The first half of 2007 was dedicated to reflecting on how to make the most of ACTIF applications conducted both out in the field, with the consultants SETEC-ITS and AQL (within the scope of a contract that has now ended), and within international research and cooperation programmes (DETRACE project on rail traceability; European project RIS on waterways information services; E-call project on automatic emergency calls...).

These applications aimed to achieve the greatest possible consistency with similar approaches at the European level. The ACTIF team attended (or organized in France) working meetings or international congresses on goods transport with ARTIST, COOPER and other project teams: the 5th April in LYON, the 13th September, in Paris, within the scope of FRAME, the European ITS architecture; in Madrid on the 27th June on ITS « architecture » standardization – European Standardization Committee TC278; and in AALBORG (Denmark), during the European ITS congress, where implementation scenarios of the E-call project were presented, based on an intermediate version of the model and the OSCAR tool. The team is also involved in the ERA-Net – TN12 project on monitoring and traceability aspects of hazardous goods.

Autumn 2007 is the chance to deliver the results of this long-term work: a new version of the ACTIF model, which provides more comprehensive coverage of transport professions (multimodal hub and warehouse management, operation of transport infrastructure for all modes of transport and for all types of mobile resources, intermodal transport unit monitoring...); a new, more user-friendly and collaborative version of the OSCAR tool (exchange of results possible), and shortly, a new web site to render this knowledge even more accessible.

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Head of the Intelligent Transport Office

### Applications

- ◆ For the last two years, twenty or so listed projects have used ACTIF. These practical applications have not always been reported on the Internet site [www.its-actif.org](http://www.its-actif.org). Eleven case studies are now available on this site.
- ◆ The latest ACTIF applications, conducted within the scope of the contract with SETEC-ITS, concerned the interfaces between waterway and maritime information systems in Rouen port, and the LOCOSS project (geo-positioning and telecommunications for emergency services) for the scientific interest group ITS-Brittany. They enabled an improved overall representation of functional area 5 – “Provide advanced driver assistance systems” - and its interfaces with multimodal hubs or management centres.
- ◆ In addition to these studies, a case study will shortly be published on the feasibility of an information and management system for the Bay of Biscay Sea Motorway project, headed by the autonomous port of Nantes.

### The LOCOSS project: geo-positioning and telecommunications for emergency services - ITS Brittany scientific interest group and the Brittany Telecommunications College

- ◆ The idea is to enable intervention teams to benefit from permanent contact with their command centre, doubled with a geopositioning service, so as to obtain up-to-date information on the intervention location, the journey route and intervention status. In return, this two-way communication system supplies and updates databases in real-time.
- ◆ In principle, this project will apply not only to local fire services (SDIS) and medical emergency services (SMUR), but also to maritime rescue services. One of the expected results is the development of two

demonstration platforms - one for land based services and the other for maritime services – to test the required technologies according to the different functionalities envisaged.

◆ By using elements of the profession-based model ACTIF as a starting point for the project, the functionalities to be tested by the two demonstration platforms were rapidly identified. The theoretical approach offered by the ACTIF method enabled both land and maritime issues to be tackled simultaneously, through the analogy of professions. However, the functional organizational diagrams clearly show that practical aspects such as guidance/navigation and data-base updating are very different, as the land-based services involve a lot more actors.

## Model and tool

◆ **A stabilized model:** originally planned for the end of 2006, the new version of the model, “ACTIF V5”, first had to be stabilized to make better use of the experience acquired during concrete applications. Changes have been made not only to the contents, through the modelling of additional professions (goods storage, transport means monitoring on an infrastructure...) and the integration of new techniques and standards, but also to the structure, through the systematic application of more precise modelling rules, in order to render the knowledge provided more directly usable with the OSCAR tool.

◆ **A profession-based model for all modes:** the new version of the model is clearly multimodal. In the freight domain, the entire transport logistics chain has been integrated in a more continuous manner, and in particular takes into account multimodal hub and intermodal transport unit management. Similarly, many object descriptions within the model have been modified to be less specifically road-based. Functional areas 3 and 6 which are now called “manage transport infrastructures and their traffic” and “Manage and Inform on Multimodal Mobility” are applicable to all modes.

◆ **A more open and collaborative tool:** version V3 of the OSCAR software has been published at the same time as version V5 of the ACTIF model. In the design of functional and organizational project architectures, it facilitates work by enabling a pre-selection of potential links between organizations and partners. It integrates exchange and collaboration aspects by enabling the production of more legible and comprehensive diagrams and the provides the possibility of exporting/importing all or part of an architecture from one workstation to another.

◆ OSCAR can be downloaded free of charge at [www.its-actif.org](http://www.its-actif.org).

## Training

◆ Two ACTIF training sessions took place in April in Clermont-Ferrand (functional analysis of traffic management centres) and in September in Lille (modelling of the DETRACE project);

◆ The next training session for professionals (transport system project managers, contracting owner representatives, and project management consultants) is planned on the 10th and 11th December 2008 in the CERTU's premises in Lyon;

◆ To register, download the registration forms available on the ACTIF website and return them to the project manager, Yannick DENIS.

## Meet ACTIF

The next events to be attended by ACTIF are the following :

- **20<sup>th</sup> International Conference on Systems Integration and Interoperability - 4-6 December 2007 – PARIS – CNAM**
- **Workshop on ITS Architecture Standardization – 12-13 November 2007 – Murcia - Spain**
- **ATEC ITS France congress on the 7th and 8th February 2008.**

Other presentation days, focussing on transport system interoperability, in the goods and passenger transport domains, are planned for 2008.



*For more information contact us at*

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