6 month progress reports concerning the demonstrations

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<td>Work Package</td>
<td>WP 1.1: Coordination</td>
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<tr>
<td>Author(s)</td>
<td>A. Zlocki</td>
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<td>Co-author(s)</td>
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1 Executive Summary

In the future cities will need integrated traffic solutions, which provide a more effective organisation of urban transport and require mobility in an efficient, safe and economic way. The goal of the CityMobil project is to contribute to these solutions.

In the first sub-project of CityMobil concepts and tools, which are developed in the project, will be validated and demonstrated in a number of different European cities. Therefore three large-scale demonstrators have been chosen, which will present real implementations of innovative transport concepts. The demonstrators are located at the airport of Heathrow, at the new exhibition building in Rome and at the city of Castellón. Furthermore showcases and city studies are conducted in various cities of different European countries.

This deliverable describes the current status of work in the reporting period between 1st of August 2007 and 31st of January 2008 of the three large-scale demonstrators and the showcases and city studies. The progress of work is given and the schedule is compared to the progress. Deviations to the work plan and necessary adaptation of the time plan are stated. In the end of each section the next steps for each of the three demonstration sites are presented.
2 Introduction

The objective of the CityMobil project is to contribute to a more effective organisation of urban transport, resulting in a more rational use of motorised traffic with less congestion and pollution, safer driving, a higher quality of living and an enhanced integration with spatial development. In order to achieve these objectives advanced concepts for advanced road vehicles and passengers are developed. Furthermore, new tools for managing the urban transport are introduced and barriers that are in the way of large-scale introduction of automated systems are removed.

In the first sub-project of CityMobil (SP1) those advanced concepts and tools are validated and demonstrated in a number of different European cities under different circumstances. Therefore, three large-scale demonstrators have been chosen, which will present real implementations of innovative new concepts. These three innovative concepts will be implemented in the city of Heathrow, Rome and Castellón. The three cities were selected in the preparation phase of the project based on the assessment of technical feasibility, political support in form of Letters of Intent, a commitment to invest financially in the project and an availability of a local consortium consisting of public and private organisations, which had expressed commitment to the plans. Furthermore, showcases and city studies are conducted in various cities of different European countries.

The demonstration activities are the core element of the CityMobil sub-project 1. Therefore the status and the progress of the demonstrators are monitored and reported on a regular 6-month basis.

In this deliverable the progress of the fourth 6 months in the period between the 1st of August 2007 and the 31st of January 2008 is described concerning the demonstrations and the showcases and city studies. The detailed description of each single demonstrator is given in the first progress report dealing with the first 3 months of the project from May 2006 to July 2006. The current status of the work and a comparison of the current status with the schedule is the main focus of this report. Necessary adaptations to the time plan as well as the next steps for each of the three demonstration sites are presented in the end of each section.

3 Progress of the large-scale demonstrations

23.1 Heathrow

The Heathrow demonstration involves the implementation of a PRT (Personal Rapid Transit) system at Heathrow Airport. An important focal point of the CityMobil project is to evaluate the effectiveness of the ULTRA (Urban Light Transport) PRT system in this application.

ULTRA is based on small, light and energy-efficient battery-operated vehicles that run on a segregated guideway network offering a personal automated taxi service with point-to-point, non-stop travel and no waiting. The system offers the convenience of a car, combined with the capacity of light rail but at a significantly lower capital cost.

The system will link a business passenger car park (1400 spaces) to the newly constructed Terminal 5. Figure 3-1 illustrates the final route of the 3.9km pilot system, which is to be examined in the CityMobil project.
The vehicles at Heathrow will accommodate 4 passengers plus any luggage. A total of 16 vehicles are to be used along the pilot route, carrying an estimated 300,000 passengers per annum. It is anticipated that the use of the PRT system by airport passengers will be included within the cost of car parking. Figure 3-2 illustrates the proposed station layout and the proposed vehicle interior.

The work of the Heathrow demonstration will contribute to each of the specific evaluations planned for the CityMobil project:

- To quantify and qualify the benefits of advanced road transport systems
- To monitor the progress of the demonstrations and provide feedback
- To generalise the evaluation results of trials and studies and transfer them to other cases
- To identify how advanced road transport systems can contribute to sustainability
3.1.1 Current status of the work

The current status of the Heathrow demonstration in M21 of the project is as follows:

• **Schedule:** As noted in the last Progress Report, the takeover of BAA, the owners of Heathrow airport, by Ferrovial in early 2007 led to a re-examination of many of BAA’s existing projects, including the Terminal 5 PRT system, and re-negotiation of some contracts. It was announced at the Uppsala General assembly that this had been satisfactorily concluded, and that BAA were fully committed to the system. The renegotiation had, however, injected a delay of some 6 months into the planned schedule, and the system will begin public operation in spring 2009 rather than autumn 2008. This leaves ample time for a full assessment of the system well within CityMobil’s timetable. BAA held a Press Day at Heathrow on December 17th, to formally announce construction of the system. Even before that date, development of the infrastructure had resumed at full strength.

• **Infrastructure:** BAA’s commitment to the system was shown by the fact that it had continued to install foundations for the system during renegotiation of the contracts. Since then all track foundations are complete and work has begun on the guideway superstructure (see Figure 3-3). It is anticipated that infrastructure will be essentially complete by May of this year, and that installation of the control equipment and cabling will take place during June-September. It is possible that the system will be extended to serve British Airways staff Headquarters as part of this Pilot project.

![Figure 3-3: Sections of guideway in place at Heathrow: Terminal 5 building visible centre right](image)

• **Vehicles:** Two fully-operational test chassis were delivered to the Cardiff Test Track at the beginning of 2007, and these have been tested exhaustively, including impact testing, operating extremely satisfactorily and with 100% reliability. Since then three fully-equipped pre-production vehicles (Figure 3-4) have been delivered, and are under performance and reliability trials on an upgraded Test Track which accurately represents the details of the Heathrow system. BAA have requested some changes to the interior of the production vehicles, and while this is re-engineered there has been an interruption to vehicle production by ARRK. However, ARRK are continuing to produce the chassis and bodies, so that once the new interiors are available for fitting production will accelerate, and all 16 production vehicles will be available by the end of this year.
Control system and commissioning: Once the guideway network is complete, the control centre and guideway cabling for the Automatic Vehicle Protection system will be installed, as noted above. The complete system will be commissioned in the autumn of 2008 and winter 2009, with protracted running of the vehicles to ensure total reliability prior to the start of public operation. So far as is possible, all teething problems will be resolved before the public begins to use the system.

Evaluation: Arrangements will shortly be made to survey the shuttle bus services which will be used to connect the car park with Terminal 5 prior to the PRT service. The survey will explore passenger attitudes and satisfaction, and will also collect operational data, as a basis for a comprehensive evaluation of PRT in comparison with the alternative shuttle bus system. The bus survey will be in autumn 2008, for comparison with a survey of the PRT system in autumn 2009.

Simulation: Production of a publicly-available simulation package to enable the potential benefits of a PRT system to be assessed for any city is ahead of schedule and has been distributed to a number of non-expert users, including a number of members of the CityMobil Reference Group, to ensure that it is easy to install and use. This is D1.2.3.2 in WP1.2.3, which is due to be delivered in M24, although in practice this will be available before that date. The package will enable any user to plan a PRT network against a map of a chosen area, and to simulate the detailed movement of the PRT vehicles around the network, serving a demand matrix, which can either be specified by the user, or generated by the package from user descriptions of the overall level of activity at each station. A comprehensive user manual helps the user design a practical network, though necessarily aspects of the operation and control of the system will be simplified and limited in scope compared with the full ATS simulation package which is used to design and develop real PRT networks. The simulation generates a number of standard output performance indicators.
223.1.2 Comparison with time schedule

The following CityMobil deliverables and milestones have been produced:

<table>
<thead>
<tr>
<th>Deliverable</th>
<th>Month due</th>
<th>Achieved</th>
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<tr>
<td>D.1.2.1.1 Annual report on the progress of the Heathrow demonstration</td>
<td>M12</td>
<td>Yes</td>
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<td>D.1.2.2.1 Summary Specification for the Heathrow Pilot Scheme</td>
<td>M12</td>
<td>Yes</td>
</tr>
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<td>M.1.2.2.1 Detailed design completed by</td>
<td>M9</td>
<td>Yes</td>
</tr>
<tr>
<td>D.1.2.3.1 Identification of the key parameters affecting the passenger and operator satisfaction with the transport system and key benefits anticipated.</td>
<td>M12</td>
<td>Yes</td>
</tr>
<tr>
<td>M.1.2.3.1: Definition of key parameters and benefits</td>
<td>M12</td>
<td>Yes</td>
</tr>
<tr>
<td>M.1.2.2.2 Initial Production of Vehicles available</td>
<td>M18</td>
<td>Yes</td>
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The demonstration is on track to meet all the deliverables required for CityMobil up to month 21. These deliverables can be accessed from the CityMobil website. The following deliverables are due in the next 6 month period (months 22 to 27) and will be achieved on time:

<table>
<thead>
<tr>
<th>Deliverable</th>
<th>Month due</th>
<th>Achieved</th>
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<tr>
<td>D.1.2.3.2: Simulation of a representative version of the existing PRT system</td>
<td>M24</td>
<td></td>
</tr>
<tr>
<td>M.1.2.3.2: Simulation package available</td>
<td>M24</td>
<td></td>
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3.1.3 Adaptations of work and time plan

As noted above, some renegotiation of the contracts for construction has caused a re-adjustment to the construction schedule, but all issues are now resolved and this is a one-off delay. Construction and development work is now proceeding as envisaged in the original plans, and although the original schedule has been delayed, as indicated below, this still allows plenty of time to complete a full evaluation of the PRT Pilot within the CityMobil timetable.

243.1.4 Next steps

The time schedule for work over the next six months (up to month 27) is as follows:

- May 2008: Guideway and most of station infrastructure complete
- June-September: Installation of control system
- Autumn 2008: Surveys of shuttle bus services
- October 2008 - spring 2009: Commissioning of system
- End 2008: Vehicle delivery complete
- Spring 2009: Public operation begins
- Autumn 2009: Surveys of PRT services
- March 2010: Evaluation Reports (Deliverables 1.2.4.1/3)
3.2 Rome

Rome is one of the three major CityMobil demonstrations and it contributes to the Project objectives of demonstrating the feasibility, public acceptance and performances of innovative automated transport systems.

Rome demonstration is a short distance transport service using small automated vehicles, so called “cybercars”, to collect people from the parking area and to bring them to the entrance of the new Rome exhibition building. With respect to previous cybercars applications this new installation has a number of technical and integration features, which will contribute to supply a service of extremely high quality that is therefore expected to have a good impact on the public.

The system will provide a fully on-demand service, and vehicle reservation will be integrated with the car-park management; each time a car enters the car-park gate it receives the number of a sectors where to park and an automated vehicle is called to wait for the car occupants at the right stop.

These features contribute to the achievement of four different objectives:

- Improvements in transport performance.
- Increased public acceptance of public transport services.
- Proof of financial viability.
- Demonstration of the technical maturity of the technology.

Figure 3-2: The area where the new exhibition is being built

The Rome demonstration will be implemented in the main car park of the New Rome Exhibition. The New Rome Exhibition is located in the direction of Fiumicino airport (the main international airport of the city) on the west side of the city 3 km outside of the outer ring road and 16 km away from the city centre, along the airport highway and railway link.

To dimension the operating cybercar network, the car-park size and the demand have been estimated on the basis of data from other European exhibition centres of similar size to Rome’s. 6 vehicles with space to carry 20 passengers are reckoned to be sufficient to serve the demand of the car-park zones further than 200 m from the entrance.

The new structure of the car-park after the implementation of CTS is shown in Figure 3-3. The new cybercar network proposed by the Rome partners has a total length of about 1.620 m., it includes 12 CTS stops and the large majority of the parking places are within 100 m.
distance from a CTS stops. Two of the stops are located close to the east and north entrances of the New Rome Exhibition. This project match with some suggestions from the Ministry of Transport such as a better separation among pedestrian, CTS and vehicles flows without any intersection in the different pathways.

Figure 3-3: New car-park structure after the insertion of the CTS

3.2.1 Current status of work

On 28th of May Municipality of Rome assigned to ATAC the management of the New Rome Exhibition parking areas, included the implementation and the management of CTS in P1 car-park.

On 31st of July ATAC published a qualification procedure for CTS makers on the European Official Journal to select all the CTS makers able to implement the system in P1 car-park. The qualification procedure closed on 28th of September and two firm, Robosoft and Spijkstall, answered to the qualification procedure and both of them satisfied the requirements set out in the qualification procedure by ATAC.

Unfortunately this procedure, agreed with Consortium, was not compliance with the rules of the “Guide to financial issues relating to Indirect actions of the sixth Framework programmes – version 2/2005” because subcontracting is a derogation to the general rules and core elements of the project, such as the implementation of the CTS in P1 car-park, cannot be subcontracted.

On the 19th of December 2008 IT the following, and last, procedure was agreed between the Consortium Board and Rome demo partners:

- I.T. Ingegneria dei Trasporti, as coordinator of the Rome demonstration, would send the two candidates the terms of reference with the description of the CTS that would be implemented in the P1 car park of the Nuova Fiera di Roma.

- The suppliers must present, on or before 15 January 2008, their technical-economic offer for the implementation, homologation, and management of the CTS, up to the conclusion of the CityMobil project, to I.T. Ingegneria dei Trasporti and to the Consortium coordinator. The technical-economic offer must include a declaration that the supplier commits to delivering the first two vehicles by 1 November 2008.
• ATAC, as project partner, would support the supplier in the process of homologation and would carry out the civil works for the inclusion of the CTS in the P1 car park of the New Rome Exhibition.
• During the project the supplier would receive from the project up to 35% of the eligible costs sustained in the realization of the Rome demonstration.

On 21st of December IT Ingegneria dei Trasporti, according to the procedure agreed with Consortium Board, sent to the two candidates, Robosoft and Spijkaal, a request for a technical-economic quote for the implementation, homologation, and management of the CTS up to the conclusion of the CityMobil project in P1 car-park of the New Rome Exhibition.
On 15th of January Robosoft sent to the Project Coordinator, Mr Jan Van Dijke, and to IT Ingegneria dei Trasporti, a technical-economic quote for the implementation, homologation, and management of the CTS up to the conclusion of the CityMobil project.
In the meeting of 26th of January the Project Board decided to agree with the proposal from Robosoft for the Rome Demonstration and accepted the new budget proposed by IT Ingegneria dei Trasporti where a 20% of funding reduction was reported.

3.2.2 Comparison with time schedule
The Deliverable 1.3.2.2 “Rome demonstration detailed design” and the Deliverable 1.3.3.1 “Design of the innovative transport system” will be ready when the detailed design of CTS will be ready and it is expected for March 2008. The first draft of Deliverable 1.3.5.1 “Rome data collection for ex-ante analysis” has been sent out on 6th of February.

3.2.3 Adaptations of work and time plan
The next steps agreed between the Rome demo partners and the Board Consortium are the following:
• Before the end February a new DoW agreed between the Rome Demo partners will be provided to the project consortium.
• The new DoW will be approved by the project General Assembly on April 2008.
• 01/11/2008. Delivery of the first two vehicles and start of the homologation tests.

3.2.4 Next steps.
Next step will be the preparation of the new DoW agreed between the Rome Demo partners.

43.3 Castellón

3.3.1 Current status of work
The work in the last 6 moths has focused on the solution of the communications problems with GVA.
After the regional election in May’07, several changes in the key staff involved in the project, (GVA) caused the lost of a fix contact point to supervised the daily work in the Castellón demonstrator. ETRA, as responsible of the coordination of the CityMobil activities in Castellón, has been trying since then to establish new forms of communications. Several meetings have been hosted to match the advances in the Castellón bus system (TVRCas) – a transport solution that includes not only the stretch studies in CityMobil but a more...
extensive network — with the CityMobil requirements: update of deliverables, description of the technologies used, data collection, etc.

All in all, the technical work is in line with the plan proposed two years ago. The line is not yet in service due to a delay in the finalisation of the bridge works over the “Riu Sec” river. Final trials on the bridge are planned by the end of February, leading to the opening of the service in March-April.

The main problem is the gathering of administrative information, to complete the deliverables and the financial statements.

3.3.2 Comparison with time schedule
The main delay is in the finalisation of the bridge works, it was planned to be concluded in September 2007 and finally it will be in service in February 2008.

4.3.3.3 Adaptations of work and time plan
The delay in the opening of the service will not affect the analysis and studied to be done over the new transport system. In any case, with the service running before May’08, Castellón is providing 3 years to gather information and process it within the CityMobil project.

Nevertheless, the delay will be reflected in the new version of the Description of Work (DoW3).

4.3.3.4 Next steps
Include the modified schedule in DoW3.

5.4 Progress on showcases and city studies
The general description of the workpackage provides the objective and the work plan of smaller demonstrators in several showcases and city studies.

4.1 Current status of work
Following is a description of the Tasks of showcases and city studies and their status for the reporting period.

4.1.1 Task 1.5.1.1 Technical and administrative management
During the reporting period, the first cybercar showcase was executed in Daventry, United Kingdom. The showcase operated for two weeks, with no incidents. The Daventry District Council organized a conference on Advanced Transportation near the showcase site. This attracted several international experts on transportation. Several local, regional, national and international media (press, radio, TV, Internet) covered the event.

Concerning the Advanced City Vehicles showcases, two meetings were done in La Rochelle and Genoa in order to prepare the corresponding showcases. They served to define exactly the showcase sites, the manoeuvres, the evaluation plan and to make an initial safety evaluation.
The modifications in the Rome demonstration made available some budget that will allow executing an extra showcase in Trondheim. The final decision will be taken when the situation of the Rome demonstration is decided.

Finally, three articles were submitted to different international conferences that take place during the next reporting period.

4.1.2 Task 1.5.1.2 Technical and administrative showcase management
This task was executed during the first cybercar showcase in Daventry, United Kingdom. A new deliverable template form was requested to report this kind of tasks (type “other”) during the 4th CityMobil General Assembly.

4.1.3 Task 1.5.1.3 Showcase studies
This task was executed during the first cybercar showcase in Daventry, United Kingdom. Due to the short delay between the reception of the list of requested data and the execution of the showcase, not all the data required to the evaluation of the showcase could be gathered.

4.1.4 Task 1.5.2.1 Cybercars
This task was completed. The vehicles were prepared and displayed during the showcase in Daventry.

4.1.5 Task 1.5.2.2 Management centre
This task was completed. The management centre displaying the vehicles on a map was presented in the showcase in Daventry.

4.1.6 Task 1.5.2.3 Safety
This task was completed for the Daventry showcase. It has to be started for the showcases of Hyvinkää and Trondheim. The first step will be an on site showcase preparation meeting. The next step, after the decisions on the trajectory have been made, is a safety analysis according to the Risk Reduction Method.

4.1.7 Task 1.5.3.1 Vehicle selection
This task is completed. The vehicles selected are two (2) Fiat Panda and one (1) Fiat new 500.

4.1.8 Task 1.5.3.2 Selection and implementation of advanced technologies
This task is underway.

The advanced technologies selected during the last 6 months period are under implementation phase on vehicle. Most of the main components have been installed on the first prototype, and tests have been started. The development of image recognition to adapt algorithms to the specific marking patterns necessary in showcases is almost complete. Obstacle detection algorithms are under test, based on real data acquired on roads. The by-wire actuators (steering, braking and propulsion) are at the development stage for the required software adaptation.
4.1.9 Task 1.5.3.3 Safety
This task is underway for the showcases of La Rochelle and Genoa. TNO participated in showcase preparation meeting in both cities during the reporting period. Once the manoeuvres are decided, the task will be completed.
Some guidelines for the execution of the showcases of La Rochelle and Genoa have been defined by CRF, in order to assure safety.

4.1.10 Task 1.5.5.1 Cybercar Showcases execution
The first cybercar showcase was executed in Daventry, United Kingdom. The showcase operated for two weeks, with no incidents. Several local, regional, national and international media (press, radio, TV, Internet) covered the event.

4.1.11 Task 1.5.5.2 Advanced City Vehicles Showcases execution
The Advanced City Vehicles Showcases dates have already been decided between the partners and the host cities (La Rochelle and Genoa). A preliminary study of the showcase in Genoa has been performed. In Genoa some tests have been performed to get data with the on-board cameras using ad-hoc road markings, in the most difficult areas of the planned path.

4.1.12 Task 1.5.5.1 Analysis of potential perimeter
The city study of Limeil-Brévannes has been principally motivated because a new district ("Les Temps Durables" district) is now under construction. This perimeter (9.5 ha; 2'500 inhabitants) is more potential for CTS integration due to planning aspects integrating from the very beginning a new transport offer. The city study enlarges its reflexion perimeter to the main areas of Limeil-Brévannes and detects the pertinent ones through a multimodal concept.

4.1.13 Task 1.5.5.2 Dimensioning of the CTS
The VOLTair methodology (developed by GEA and Transitec during CyberMove 5th framework program) is applied on the perimeter and analyses the transport needs towards existing and planned PT offer. After having determined the pertinent areas for CTS integration, the modal split is defined and detailed in each pertinent area. The new CTS offer is calibrated and implemented in order to provide a homogeneous and coordinated offer.

4.2 Comparison of the current status with the time schedule
All tasks are on schedule except the following:
- Limeil-Brévannes city study start, due to election period and data collection. This addition of delays fixes at October 2008 the beginning of the phase 1 study (definition of multimodal concept and pertinent perimeters), phase 2 study being expected at march 2009.

4.2.1 Task 1.5.2.3 Safety
This task is due in M18. It was completed for the Daventry showcase in time. However, it has to be started for the showcases in Hyvinkää and Trondheim, whose sites have not yet been defined definitively. The timing of the task will depend on the showcase timing.
4.2.2 Task 1.5.3.3 Safety
This task is due in M18. As indicated in paragraph 4.1.9, this task is underway for the showcases of La Rochelle and Genoa and the selected sites have already been defined, but to make a final safety assessment, the exact manoeuvres have to be defined. It is therefore possible that the associated deliverable of this task (D.1.5.2.3: Recommendation for the operation) be postponed.

4.3 Adaptations of work and time plan, if necessary
As explained in paragraphs 4.1.6 and 4.1.9, the Safety evaluations of the showcases being tied to the site selection, they cannot be performed in all sites until a final site selection is available. Therefore, the delivery date of D.1.5.2.3 (initially M18) and D.1.5.3.2 (initially M20) will be postponed but not later than M26, before the execution of the advanced city cars showcases.

4.4 Next steps
In the next reporting period the final decision on the showcase sites in the selected cities will be done. This will unlock the elaboration process of D.1.5.2.3 and D.1.5.3.2 Completion and testing of car prototypes.