5th 6 month progress reports concerning the demonstrations

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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 February 2008 and 31st of July 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 this objectives advanced concepts for advanced road vehicles and passengers are developed. Further more 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 fifth 6 months of the project in the period between the 1st of February 2008 and the 31st of July 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 month 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

3.1 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.

Figure 3-1: Plan of route at Heathrow (left) and aerial view showing the route (right)

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. There will be four stations in the car park, and a single four-berth station at terminal 5. Figure 3-2 illustrates the car park station layout, with two berths, and the vehicle interior.
Figure 3-2: Proposed station layout (left) and preproduction vehicle interior (right)

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:** Unfortunately, further delays have been encountered. These are not due to technical problems, but have resulted from the takeover of BAA, the owners of Heathrow airport, by Ferrovial in early 2007. BAA is fully committed to the project, and has invested in ATS itself, but Ferrovial have, quite reasonably, made extensive reviews of all BAA's existing commitments and development plans. This has confirmed Heathrow's intentions for PRT, but has interrupted the construction schedule and has delayed some detailed design decisions. However, all funding and contracts are now firmly in place, and the original construction schedule is being followed but with, overall, a full year's delay. The system will not now begin public operation until autumn 2009.

- **Infrastructure:** The guideway between Terminal 5 and the car park is now complete, and Figure 3-3 and Figure 3-4 show the double-track line haul section as it runs along by the side of an access road, and as it enters the short-term multi-storey car park alongside the Terminal building where the four-berth station is presently under construction.
The four 2-berth stations in the business car park, and the Terminal 5 station, are currently under construction. Instrumentation of the track for the Automatic Vehicle Protection (AVP) system and general communications is beginning. Within the next two months a production vehicle will be mapped onto the network, though the full control system will not be installed until early in 2009.

- **Vehicles:** Two fully-operational test chassis and two fully-equipped pre-production vehicles (Figure 3-5) have been tested exhaustively and satisfactorily at the Cardiff Test Track, including crash testing. Performance and reliability trials are carried out on the 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 although this has delayed vehicle production by ARKK, the first production vehicle is now on test in Cardiff, and the remaining 15 vehicles will be delivered throughout the rest of this year. This interruption to vehicle production will have no effect on the overall timescale of the project.
• **Control system and commissioning**: Guideway cabling for the Automatic Vehicle Protection system is being installed, as noted above, and the control centre will be installed towards the end of this year and into 2009. Vehicles will be operating on the network on a trial basis, but full-scale commissioning, with all 16 vehicles, will begin in spring 2009. There will be a full 6 months of fully-operational commissioning to ensure that, so far as is possible, all teething problems will be resolved before the public begins to use the system in the autumn of 2009.

• **Evaluation**: A meeting has recently been held with BAA and with TTR, who are contracted to survey both the present shuttle bus service and the PRT service, to agree the general outline of the surveys, and the logistics. It is important that the PRT service should have time to settle in and that any teething troubles have been sorted, so it seems prudent to schedule the PRT surveys for February or March 2010. Consequently the shuttle bus survey will be made in February or March of 2009. A draft questionnaire has been discussed, but the details will be developed later this year in conjunction with BAA’s own Quality Monitoring System. In this connection it is important to understand that BAA itself is not a member of CityMobil, and its interests are separate from those of CityMobil, though is substantial overlap.

• **Simulation**: The simulation package to enable a non-expert user to examine the realistic operation of PRT in any selected area (D1.2.3.2 in WP1.2.3) is now on the CityMobil website, and ATS’s own website, and can be freely downloaded by anyone interested in PRT. The package enables the 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.

### 3.1.2 Comparison with time schedule

The following CityMobil deliverables and milestones have been produced:

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<th>Month due</th>
<th>Achieved</th>
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<td>D.1.2.1.1 Annual report on the progress of the Heathrow demonstration</td>
<td>M12</td>
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<tr>
<td>D.1.2.2.1 Summary Specification for the Heathrow Pilot Scheme</td>
<td>M12</td>
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<td>M9</td>
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<td>Yes</td>
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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>Yes</td>
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<tr>
<td>M.1.2.3.2: Simulation package available</td>
<td>M24</td>
<td>Yes</td>
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These deliverables can be accessed from the CityMobil website.
3.1.3 Adaptations of work and time plan

As noted above, reviews of BAA’s commitments following the new ownership has caused a substantial re-adjustment to the construction schedule. However, all issues are now resolved and the remaining funding and contracts are in place. 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.

3.1.4 Next steps

The time schedule for work over the next six months (up to month 42) is as follows:

- **Second half 2008**  Completion of stations, production of vehicles, installation of control system
- **Winter 2009**  Surveys of shuttle bus services
- **May 2009**  D1.2.4.1 Report on shuttle bus surveys (M36 unchanged)
- **Spring & summer 2009**  Commissioning of system
- **Autumn 2009**  Public operation begins
- **Winter 2010**  Surveys of PRT services
- **Sept. 2010**  Evaluation Reports (Deliverables 1.2.4.2/3) (M52 rescheduled)
- **Nov. 2010**  D1.2.5.1 Generalisation to other applications (M54 unchanged)

Consequently, the delays to the original schedule are regrettable, if unavoidable, but it is still possible to complete the overall project within the original timescale.
3.2 Rome

Rome has built a new exhibition centre to replace the old one. The old one is currently inside Rome with big problems of parking, public transport and with a limited exhibition area. The new one aims to become one of the most important European exhibition areas.

It 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.

The new exhibition area is on the lower side of the airport highway and railway link and it is shown in , whereas the new building for the Rome exhibition centre is shown in . Around a 1.5 km long central corridor, each block represents an exhibition stand of 72 by 12 metres each.

Figure 3-6: The area where the new exhibition is being built

In front of the building, there is a car-park with about 2500 car-slots.

The transport system that will be the core of the Rome demonstration will serve the car-park with two objectives:

- To improve visitors' accessibility to the buildings, for people coming both by car and by train;
- To eliminate the shuttle, which it is needed to serve the farthest car-slots.

A further objective in the longer term is to demonstrate the financial viability of automated systems for providing an effective feeder transport service; if successful, similar systems are expected to cover the feeder public transport needs for the new housing currently under construction along the railway and toward the airport.
With respect to the initial design, the car-park in front of the building has been re-designed in order that a “Cybercar” network can be built inside it. Its aim is to pick-up the visitors once they have parked their private cars and to bring them to the building entrance. On the return trip a “Cybercar” drives them to their car-slots.

**Figure 3-7: New building for Rome exhibitions**

The car-park capacity with the present design is 2500 car-slots. Now visitors park their cars in the slots without any order searching for a free place at their arrival. However there are parking zones inside the car-park about 600-700 metres distant from the building entrance, meaning that some people would need to walk for more than 10 minutes to reach the exhibition, and to return to their cars. In such cases, it is common experience in Italy, to park illegally in the proximity of the entrance rather than use parking spaces. In order to avoid this problem, the car-park has been re-designed introducing a “Cybercar” network inside it to pick-up visitors once they have left their cars and to bring them to the building entrance. Once they finish their visit inside the building, the “Cybercar” returns them near to their cars.

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.

### 3.2.1 Current status of work

The 3rd DoW was approved by the consortium and now the Rome Demonstration partners are working according to the new DoW. The activities the Rome Demonstration partners are working on are:

- The finalization of the Rome Demonstration detailed design (D1.3.2.2).
- The definition of the civil work detailed design needed for the call for tender publication for their implementation.
- The implementation of the vehicles.
On 15/07/08 the Rome Demo partners had the fourth meeting with Ministry of transport person responsible for the CTS certification and some aspects were defined:

- The CTS will be certified as a whole. It means that there will not be double certifications: the single vehicle and the CTS.
- The normative for the “risk analysis and safety procedures definition” was agreed.

Next step for the certification process is the translation in Italian of the D1.3.2.2 and its delivery to the Italian Ministry of transport ad hoc commission.

3.2.2 Comparison with time schedule
The D1.3.2.2 should be delivered at the end of June and a minor delay is expected because of the need to find a technical solution for the CTS stop height. Indeed the vehicle proposed by Robosoft has a platform height from the ground of m. 0,506 and the possible solutions are two:

- The stop platform height will be m 0,506.
- The Track would be lower and this technical solution would allow to avoid stops with a strong visual impact.

Both solutions are now under discussion.

3.2.3 Adaptations of work and time plan
Despite minor delay in defining the D1.3.2.2 no delay is expected for the CTS implementation at the end of 2008.

3.2.4 Next steps.
Once the final design of CTS will define next steps will be:

- Publication of the call for tender for the civil works implementation.
- Delivery of the D1.3.2.2 to the Italian Ministry of Transport to have further suggestions to speed up the certification process.
3.3 Castellón

The guided bus/tramway system to be implemented in the Castellón demonstrator provides a lower cost alternative to light rail while having the advantages of dedicated rights of way. The Castellón demonstrator will provide considerable flexibility in operations. A suitably adapted bus/tramway could travel on a guideway where this is available but could also travel on any other part of the road network as required, something especially useful in the city centre.

In this context, the Castellón demonstration will make use of electrical traction vehicles with guidance systems to circulate over a reserved platform. The vehicles will be powered through a tramway catenary, having in addition another secondary power supply system –possibly battery based- to be used in the historical centre of the city, where it is not possible to have an aerial power system.

3.3.1 Current status of work

During the last few months some work has been done in the Castellón demonstration. This work includes:

- The adaptation of the vehicles (Irisbus-IVECO) to the system designed has been done.
- Some tests have been done in the dedicated lane to ensure the correct performance of all the system.
- ENQ has developed different prototypes the IT infrastructure of the network in Castellón demonstrator
- Finally the system has been inaugurated and, as far as we know, the system is already operating.

3.3.2 Comparison with time schedule

The administrative work in WP1.4 is still pending inputs and reactions from the GVA.

There are two issues to report.

1. The missing financial information from the GVA.
2. The pending inputs and contributions form the GVA, which blocks the final approval of the opened deliverables.

3.3.3 Adaptations of work and time plan

This situation has been reported to the Executive Board so that a solution can be found at that level.

During the last three months ENQ has got ready the deliverables in WP1.4.2 (now undergoing internal review).
3.3.4 Next steps
A formal reaction plan has been settled by the Executive Board to make the GVA react and restart the communication flow with the project at coordination level, but so far, no answer has been received.
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 are being prepared the following showcases whose cities are already defined (La Rochelle, Genoa, Trondheim, Hyvinkää). Due to some changes in the project management in one of the partners involved in the showcases (CRF), some modifications were made to the Advanced City Cars showcases in Genoa and La Rochelle.

The new project management in CRF emphasized the importance of the safety of the prototype vehicles while executing of automated driving manoeuvres during the showcase demonstrations, highlighting the fact that insufficient time remains before the scheduled events to effect the necessary tests on the prototype vehicles in order to be able to guarantee their safety and reliability. Therefore it was suggested initially to simply delay the forthcoming showcases by 2-3 months to enable the tests to be conducted. However a delay in the La Rochelle showcase was not accepted since many other parallel activities had already been scheduled, and therefore it would not have been acceptable by the city to reschedule all the events. A meeting was done with the local partners in Genoa to discuss the need to delay the showcase, and the decision to delay the showcase until the 2009 edition of the Science Festival was finally agreed with the local partners. It was also agreed to make a workshop on Advanced Transportation Systems in the framework of the 2008 edition of the Science Festival in order to prepare the ground for the showcase next year. Concerning the Hyvinkää showcase, the city informed that the change of site from the commercial area outside of the city to the city centre would not be possible due to major public works scheduled to end by 2013. The city suggested moving the showcase to the city of Vantaa, but a site visit is required to make a decision. Otherwise, a different city could be selected.

Several dissemination activities were performed during the reporting period. The following articles were presented:


The project was also presented in the following exhibits:

• INRIA’s stand, European Research and Innovation Exhibit, Paris, June 5-7 2008.

4.1.2 Task 1.5.1.2 Technical and administrative showcase management

A technical preparation meeting was done in La Rochelle on July 10 2008 with the participation of the local authorities and the involved CityMobil partners. As suggested by CRF, the demonstration of platooning on the small, narrow pedestrian streets running through the old centre of La Rochelle was cancelled in the interests of safety, deciding instead to concentrate all demonstrations in the square where safety barriers will separate the public from the test track.

4.1.3 Task 1.5.1.3 showcase studies

During a meeting done in La Rochelle during the previous reporting period, an initial idea of the survey was established. The survey to be applied in La Rochelle is under preparation.

During the showcase meeting in Trondheim, the evaluation was also discussed with the local partners, and when more details be defined, it will be possible to define the survey.

4.1.4 Task 1.5.2.3 Safety

An initial safety evaluation was performed during the showcase preparation meeting in Trondheim on June 25 2008. The final safety evaluation will be performed once the showcase site is completely defined.

4.1.5 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.

4.1.6 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 test 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.

4.1.7 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 with respect to safety issues.
4.1.8 Task 1.5.5.1 Cybercar Showcases execution
The first cybercar showcase was executed in Daventry, United Kingdom in M 24.

4.1.9 Task 1.5.5.2 Advanced City Vehicles Showcases execution
This task is under preparation. Some modifications have been suggested by CRF for Advanced City cars showcases in Genoa and La Rochelle, also following a CRF management change. CRF emphasized the importance of the safety while executing automated driving manoeuvres during the showcases. Since the prototypes are still in development and there will not be the time to execute the necessary tests to guarantee the required safety and reliability level, CRF proposed to postpone the showcases demonstrations.

For La Rochelle this was not acceptable since many other parallel activities were already scheduled, and therefore it would not have been acceptable by the city to reschedule all the events. However some modifications to the demonstrations originally planned were accepted in the interests of safety, a decision being taken to concentrate all demonstrations in a square where safety barriers will be used to separate the public from the test track. A meeting was done with the local partners in Genoa to discuss the need to delay the showcase, and the decision to delay the showcase until the 2009 edition of the Science Festival was finally agreed with the local partners. It was also agreed to make a workshop on Advanced Transportation Systems in the framework of the 2008 edition of the Science Festival in order to prepare the ground for the showcase next year.

4.2 Comparison of the current status with the time schedule
All tasks are on schedule except the following:

4.2.1 Task 1.5.2.3 Safety
This task is due in M18. It was completed for the Daventry showcase in time. It has to be started for the showcases in Hyvinkää (or Vantaa), whose sites have not yet been defined definitively. The timing of the task will depend on the timing of the showcase.

4.2.2 Task 1.5.3.3 Safety
This task is due in M18. As indicated in paragraph 4.1.7, this task is being finished for the showcase of La Rochelle and it will be completed later for the showcase in Genoa, since 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.1.5.3.3 in DoW v. 3: Recommendation for the operation) be postponed.

4.2.3 Task 1.5.5.1 Analysis of potential perimeter
No activity during the last reporting period due to a change in the staff in charge of the City Study in the city administration.

4.2.4 Task 1.5.5.2 Dimensioning of the CTS
No activity during the last reporting period due to a change in the staff in charge of the City Study in the city administration.
4.3 Adaptations of work and time plan, if necessary
The showcase in Genoa has been postponed for one year the reasons explained above.
Due to the fact that staff in contact with the project for the City Study left the city administration of Limeil-Brevannes, a letter to confirm the interest of the city will be sent and, if the city does not reply, some measures will be taken, such as changing the city for the City Study.

4.4 Next steps
The next steps are the execution of the showcase in La Rochelle, and the definition of the new site for the Hyvinkää/Vantaa showcase or, if it is decided by the SP1 partners, the moving of this showcase to another city. The preparation of the showcase in Trondheim will start in the next reporting period with the final selection of the showcase site and the corresponding safety evaluation.