CityMobil: La Rochelle « small demo »

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Concept INRIA/INRETS (1991)

- Small Public Urban Vehicles
- Assited driving
- Platooning
- Automated Parking
- Automated tracks
- Complement to other modes
Praxitele (1993-1999)
Liselec - La Rochelle (1998)
Cybercars Story

- First concepts in 1990’s (Serpentine, RUF, Dedale,...)
- First prototypes mid 1990’s
- First operational system 1997
- CyberCars/CyberMove in 2001
- Antibes demonstrations in 2004
- CyberC3 (2005)
- CyberCars2 (2006)
- CityMobil (2006)
- Cristal (2007)
- CityNetMobil (2008)
- HAVE-IT (2008)
Cybercars

- Individual road vehicles with full automatic capability
- Part of an optimized transportation system
First cybercars
Antibes Demonstration (2004)
CyberCars-2 Demos (2008)
La Rochelle: site

- Electric boat harbour
- Museums area
- Technoforum (University area) / BRT line
New Generation (Induct)
Floriades (Amsterdam)
Technical Problems

- Navigation
- Communications
- Obstacle avoidance
- Topology and vehicle synchronization
Localisation
**Obstacle Sensor (1999)**

- Laser range finder (IBEO)
Environment Sensor (2006)
Topology and Synchronization
Non-Technical Problems

• Authorization
• Insurances
• Pedestrian behavior
• Vehicles behavior
• Degradations
Future of Urban Transport?

- Better demand control (long and short term)
- Better high capacity links
- Limited use of individual transport
- New forms of individual transport
- Better complementarity of various modes (including sharing of infrastructures)
- Development of soft modes
Dual Mode Vehicles

- City car adapted to car-sharing
- Assisted driving on regular roads
- Objectives of automation:
  - Relocation (platooning or automated tracks)
  - Automated parking
  - Automated driving on a network
  - Advanced fleet management
Final Conclusion

In twenty years, only cybecars will be allowed to enter most cities in industrialised countries.

Senator Trégouët, March 2000
Thank you to the team
Thank you

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