

How to organise a FOT?

Lessons from practical examples

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Content

1. Analysis of the different phases in a FOT construction: example of a success “Voltaire” and of a failure “SmartFOT”
2. How to take into account the overall context?
3. What is still missing and some recommendations

1- Analysis of the FOT construction phases

- ➔ The FESTA picture: a methodology and why it is not enough
- ➔ The Brittany FOT picture: a FOT in its “ecosystem”
- ➔ Some differences and the explanation: how we learned lessons from our two most recent experiences

FESTA V

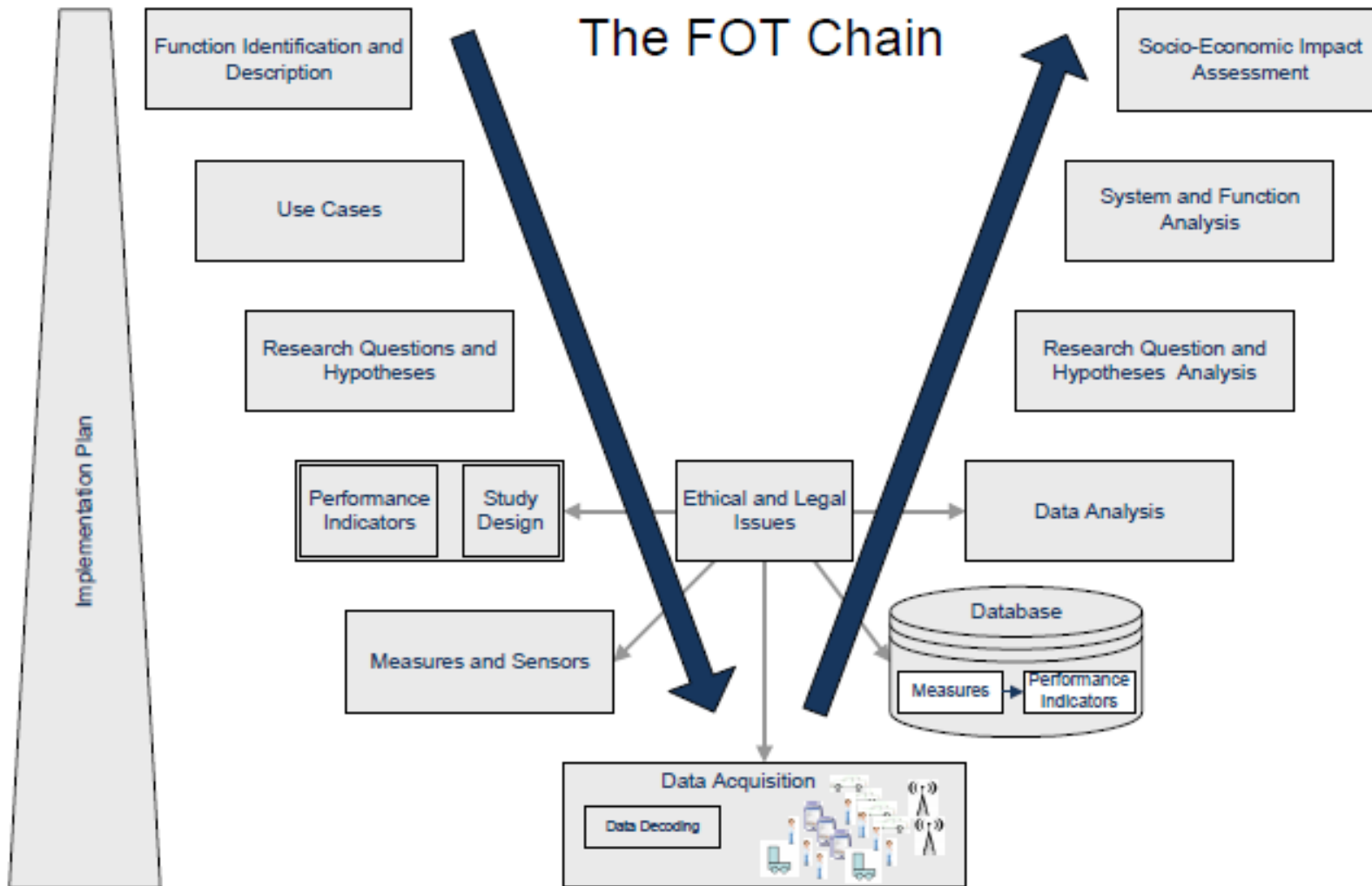


Figure 1.1: The steps that typically have to be considered when conducting an FOT. The large arrows indicate the time line.

The FESTA picture

- ➔ Methodology for the FOT implementation
- ➔ Tricky issues
 - ➔ Need for an iterative process between users cases and field tests (SAFESPOT): gap between what is planned in the project and what needs to be tested
 - ➔ Need a preliminary road map agreed by all stakeholders
 - ➔ Need for a clear and unbiased vision of each stakeholders' objectives and role (John Miles)
 - ➔ The same language (different levels of comprehension of ITS)

2- Taking into account the global picture

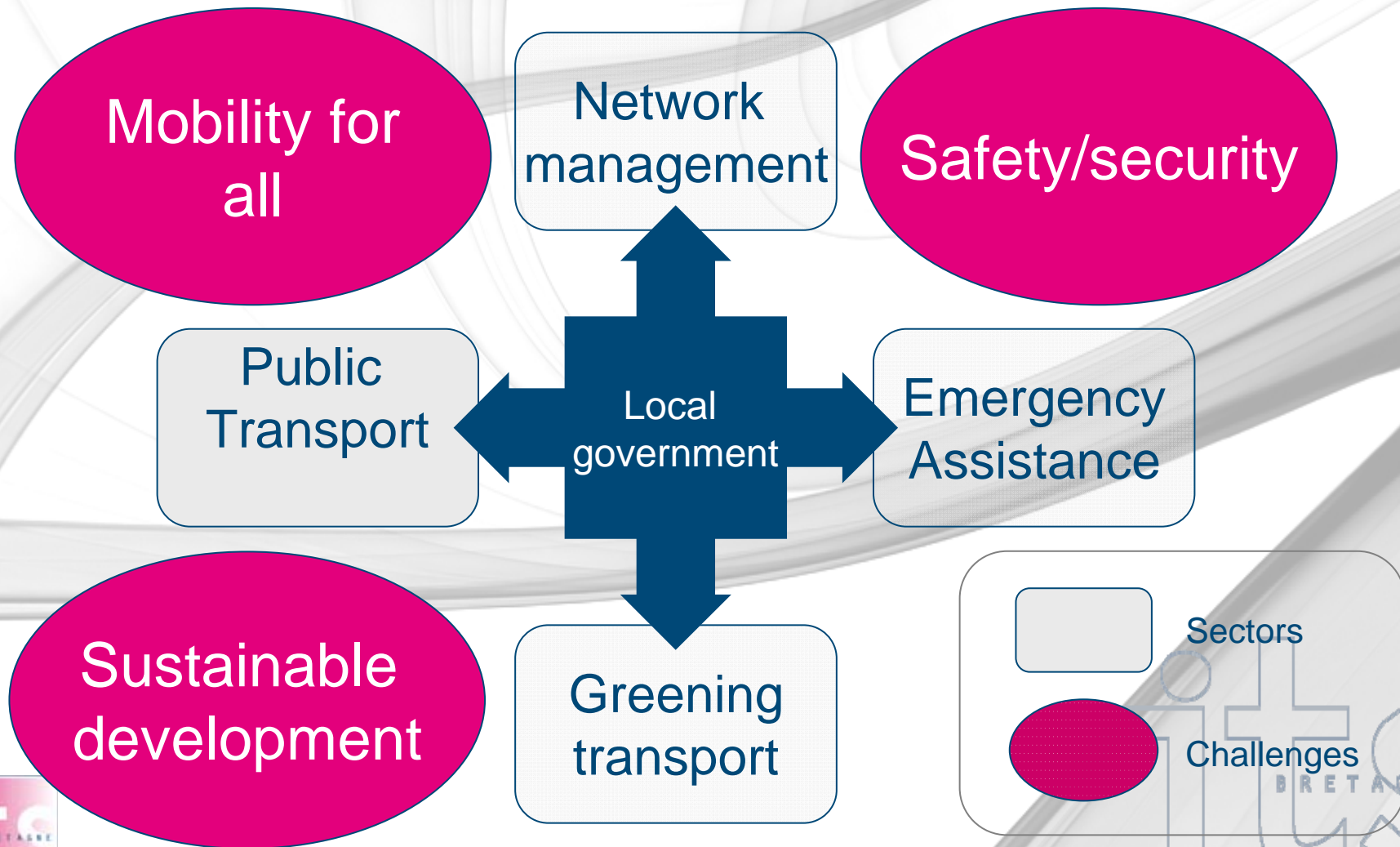
- ➔ What is a FOT made for?
- ➔ The pessimistic view (receipt for a disaster)
 - ↳ Answering a call for proposal (part of research plans and financial needs)
 - ↳ Testing products before market launch (companies)
 - ↳ Ensuring visibility (public sector)
- ➔ The optimistic view (at least something will survive)
 - ↳ Answering needs from society/adapting to new context (oil, environment,..)
 - ↳ Involving the stakeholders into a community
 - ↳ Bringing contribution for better mobility
- ➔ Different levels of expectations! Different views: easier to conciliate when all goes well, now some issues raise with the “crisis context”, efforts must continue to support innovation as a step forward...

Using stakeholders analysis for a different picture: “ITS Bretagne”

- ➔ Building a common vision: ITS Bretagne as forum for cooperation, time and efforts! A common vision of society (easier as it is regional FOT) to go beyond specific interests
- ➔ No specific conflict (tho with politicians...) but large difference in understanding
- ➔ Defining sub-projects for efficient cooperation between stakeholders
- ➔ Taking into account the overall objectives of the stakeholders (in a positive way)
- ➔ Creating a “culture of experimentation”
- ➔ Making sure the FOT takes into account all requirements and fulfil overall objectives
 - ↳ Accompanying measures (training)
 - ↳ Exploitation of results for all stakeholders
 - ↳ Legal aspects
- ➔ Using an iterative process during the project
(see pictures)



Why a FOT? The local challenges of mobility / stakeholders: a map



An iterative process for
a better use of results

1- Prospective

2- Collaborative
research

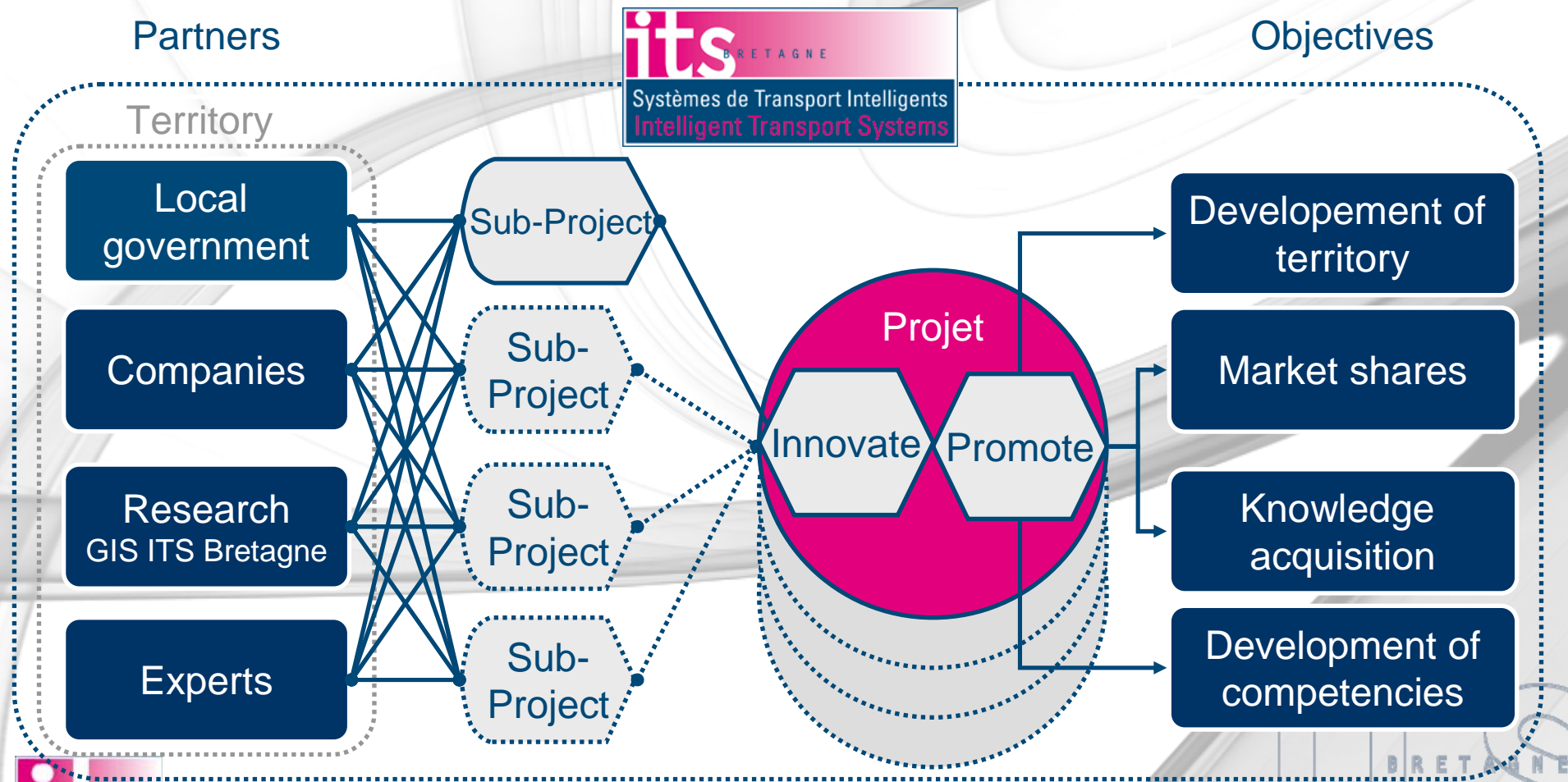
5- Standards and training

3- Experimentations

4- Evaluation



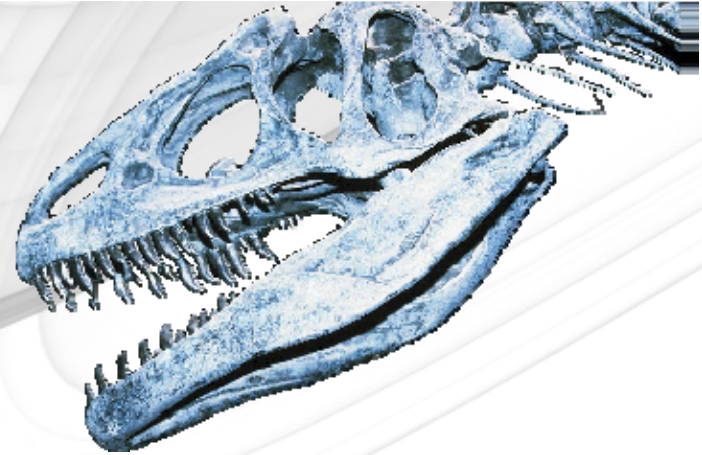
ITS Bretagne : The FOT in its context, a process.



Who is leading ? Who is breaking? Who just follows?

- ➔ In our case: leader is policy makers (local level) in designing the vision of and the objectives of the technologies to be “FOTed” – interest in local economic development (pôles)
 - ↳ Step one: definition of strategic objectives (if not no appropriation of results)
 - ↳ Means that FOT is part of a larger programme on “intelligent mobility
 - ↳ Means also that the vision is agreed and endorsed by other stakeholders
- ➔ Then research centres and companies design the content, Local government sets up necessary infrastructure, Research centres realise evaluation, etc
- ➔ The “final client” leads part of the process (and pays for it...)

Lessons from SMARTFOT



- Bringing all stakeholders is not enough: they need to be “project's champions” and be involved in “lobbying”
 - Being too innovative is not always good: the multi-sector project failed, more “mono-industry” projects passed through
 - The public sector is not the main locomotive for ITS at EU level (nor national level?)
 - In France no real FOT model and practice, co-funding might be problematic
 - Strong support at national and Commission level is required
 - BUT...good work is never lost (and good people still stick together)
- Cluster of projects at local level in Brittany (25 projects)

Lessons from “Voltaire”, the “local FOT”

- “Local success from global failure”: everybody wanted to go on..
- 25 projects with 40 partners on multi modal transport and information
- A project leader and a dedicated forum at regional level
- A training process (consortium)

But

- “cluster” of projects: issue of scale and interoperability
- “after-FOT” for some PREDIT projects: how to integrate the systems?
- Need to set up evaluation process (with national government)
- Issue of legal framework for FOT (public procurement)
- Issue of finances

3- What is still missing and some recommendations (at least what we will do...)

➔ Efforts to be made on a vision exercise on ITS and the role of FOT, to be supported and promoted by public and private stakeholders

↳ Similar work to the vision of ERTRAC: *to be built in Brittany in 2010 – national au EU one?*

➔ Training and exploitation of results: *MobiTIC and exploitation of EU projects*

➔ Communication and public demonstrations to be organised (*ITS congress September 2010 in Brittany*)



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