

Brussels, 21 October 2010

GINA project presents results of large scale demonstrator!

The GINA (GNSS for INnovative road Applications) project held on 1 October a successful workshop aimed at showing to a selected stakeholders group the results of the GINA exhaustive trials and in more general terms, to raise awareness of the possibilities offered by EGNOS and Galileo and the technology proposed by the project. The meeting was attended by 30 high level experts representing public authorities, private toll operators, industry representatives and end users.

The meeting was kicked off by Joaquín Cosmen, who provided participants with overview of the characteristics and advantages of European GNSS. His main message was that Europe should strive for GNSS independence and that EGNOS offers three distinct advantages vis-à-vis current GPS: first, improved horizontal and vertical accuracy; second, position integrity and third, continuity and availability of service. With respect to applications such as civil aviation and road user charging, position integrity is an essential component.



Subsequently, Philippe Hamet from DG Enterprise explained the current state of play with respect the deployment of EGNOS and Galileo. He explained that EGNOS is expected to deliver its services over a long-term horizon and number of services, i.e. the **Open Service** has been fully operational since last year, while others such as the **Safety of Life** and the **Commercial Service** (EDAS) will be made fully available at the end of 2010 and in 2011 respectively. With respect to Galileo the current implementation timetable foresees full deployment of satellites and services to be completed by 2016/2017.

Building upon the political context, Fiammetta Diani, from the European GNSS Supervisory Authority provided an overview of the **trends, opportunities and actions** with respect to GNSS road pricing. The market for GNSS road applications is expected to increase substantially in the future as growing mobility needs and budgetary pressures have led to growing call for better and more efficient use of existing infrastructure. Research to date has already demonstrated the benefits offered by EGNOS and as a result some companies have already adopted it. Concluding, she invited participants to explore the possibilities offered by EGNOS.

Last but not least, Sara Gutiérrez, from GMV and GINA coordinator, provided in-depth explanation of the GINA trials and results. Based on Dutch ABvM system and requirements, the objectives of the GINA **exhaustive trials** were to test the reliability of a road user charging scheme based on the use of European GNSS (e.g. EGNOS) and other GNSS-centered technologies (geo-fencing based on position integrity). The main conclusions from the data analysis are that: GNSS is a **reliable tool** for different RUC schemes; second, the GINA proposed technology allows for distance-based charging with **good performances** and a simple, affordable solution; and third, European GNSS (e.g. EGNOS) and other GNSS centered techniques **improve performances and reliability**. With respect to the **end to end trials**, they are currently on-going and should be completed by December 2010. Their results will be showcased in a second GINA workshop that will take place in early 2011.

All proceedings of the GINA workshop can be found at the project's website at: <http://www.gina-project.eu/en/news/2010/10/20/gina-project-holds-successful-workshop>



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