Fitting ITS Development into a National Government Agenda

Example Traffic Light Standard in Colombia

Klaus Banse
Prof.-Univ. Dipl.-Ing.
President

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Content

• **ITS Colombia**
  – Who we are
  – Upcoming events

• **Traffic Light Communications (How NOT to do)**
  – What is being done?
  – What can be done?
  – What is the current situation?
  – What is happening?

• **National Standard for Signalization (How to do)**
  – What is being done?
  – What can be done?
  – What is the current situation?
  – What is happening?
  – What topics are currently being discussed?

• **Conclusions**
ITS Colombia

(Who we are)

• Non profit Organization
• Neutral playing field for customers and providers
• Members on ALL institutional levels, as well as personal members
ITS Colombia
(Upcoming events)

ITS for Enforcement 2009
Bogotá, Colombia, November 12, 2009

PPT Andina 2010
Bogotá, Colombia, Match 8-9, 2010

RailTransport Andina 2010
Bogotá, Colombia, March 8-9, 2010

6th International Seminar on Traffic & Transport Planning
La Habana, Cuba, March 2010

Andinartraffic 2011
Bogotá, Colombia, March 2011

For more information please contact:
info@sofexamericas.com

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Traffic Light Communications

(How NOT to do)

• What is the current situation?
  – Proprietary standards for decades
  – Single provider solutions for systems for decades

• What can be done?
  – Implementation of unified standards for more transparent projects and open competition

• What is being done?
  – The Planning Ministry is „proposing“ OCIT and later NTCIP for traffic light communications
Traffic Light Communications
(How NOT to do)

• What is happening?

Provider 1 → Planning Ministry → Proposal 1 (OCIT) → Political Scandal
Provider 2
Provider 3
Provider N

Proposal 2 (NTCIP) → Procurement Agency Investigation
Proposal N (?????)

Presentation
Political Pressure
"Other“ Pressure

DELAY OF BUSINESS

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Traffic Light Communications
(How NOT to do)

• Why is it happening?
  – As the Planning Ministry is in charge of assigning government grants, its “recommendation“ is being understood as a “standardization”, “regulation” or “obligation”, but the standardization competence is with the Colombian Institute for Technical Standards (ICONTEC) and regulation competence is with the Ministry of Transport.
  – The economic impact of a “sudden switch“ of technologies would generate enormous patrimonial loss, as none of the systems operating is compatible with either of the standards proposed so far.
  – Unsufficient and low profile study work has been done to justify the initiatives proposed.
  – No implementation schedule has been proposed.
  – ...
National Standard for Signalization

(How to do)

• What is the current situation?
  – Existing standard is incomplete and technically inconclusive
  – Existing standards are not up to date with ITS developments

• What can be done?
  – Correction and improvement of the current standard

• What is being done?
  – The Ministry of Transportation asks ITS Colombia to propose the new document for approval by the competent committee
National Standard for Signalization

(How to do)

• What is happening?
National Standard for Signalization

(How to do)

• What topics are currently being discussed?
  
  – Traffic Light Systems (OLD)
  – Tunnels (NEW)
  – Variable Message Signs (NEW)
Conclusions

• Know how to make business in the region

• Slower is sometimes faster

• Go the right way

• Do things right

• Let ITS Colombia help you
Fundación ITS Colombia

Address Carrera 13A No. 89 – 38
Bogotá D.C.
Colombia

Phone + 57 (1) 618 0972
Fax + 57 (1) 530 4561
Email info@its-colombia.org

Cartagena de Indias, Colombia