There is no doubt in my mind that the contemporary ITS industry sector has significantly benefited from the development of emerging digital technologies and from being at the receiving end of their deployments. Those who keenly welcomed the “digital disruption” and explored the impact of its business models on the existing transportation products and services, have gone through an enormous transformation of their businesses which has often led to success, further growth and new business opportunities.

This is how the “Mobility Paradigm” was de facto born as the decision to “Go Digital” has positively impacted movement of people and/or goods by enabling a step (transformational) change forward. And indeed, in their Editorial of this Special Issue, guest editors rightly write “Emerging mobility systems featured with capacities of big data processing and analytics, advanced vehicle technologies, and novel service paradigms are transforming our urban environment and lifestyle.” The digital disruptors are customer focused and that is one of the reasons which made the ITS industry sector a beneficiary of the digital disruption technologies.

This issue is about the ITS data, their generation, processing and use. It elaborates on what is happening behind the scene, in the “ITS Digital World”, which enables the deployment of ITS products & services. I am sure, you will enjoy the reading.

Since the real world is full of constraints and the same applies to the ITS Digital World I would like, before closing this editorial, to take you back to my editorial for the 2/2018 edition of the Magazine where I pointed out that “an uncontrolled amount of information can trigger an “information overload state of the system” and thus may take the transportation system network to its saturation point” [1].

Namely, being focused on the customers, the digital disruptor stimulates the growth of customer needs. Thus, our “appetite” for prompt, faster and more versatile transport products & services grows exponentially and will continue to grow.

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ITS Is, and Has Been, a Beneficiary of
“Digital Disruption”

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change is perceived by transport service providers and operators as an increase in the transport demand for a variety of transportation products & services which is then translated to a demand for an increased capacity of transportation system networks. This is particularly true when it comes to the needs for deployment of transportation services through interconnectivity and co-operativity in real-time. From the viewpoint of the ITS Digital World, and its data, all of these would mean that the amount of ITS data is becoming exponentially larger and the demand for data processing in real-time becomes less negotiable. Thus, the digital disruptor can also take the transportation system network to its saturation point in the context of an amount of data that it generates and the realm of the installed data processing capacity of the transportation system network. Consequently, the digital disruptor is one of generators of, and a contributor to, positive feedback and thus, has to be balanced by a control algorithm in order for the system to enjoy its benefits. But, that aspect is not addressed in this issue. I would like to encourage you to contact me should you be interested in developing Magazine’s special edition around the topic of the “Role of Digital Disruptors (i.e. digitally enabled transportation services) in Balancing Transportation System Networks”. I am just an email click and/or a phone call away.

Ljubo Vlacic
Editor-in-Chief

Reference