



***Workshop on Actions for CNC Digitalization,***  
**ITS Deployment Road Map Update**  
**Proceedings from workshop, Online 26th June 2020**

Organized by the European ITS Platform project  
ITS Deployment Road Map activity (SA 4.3)

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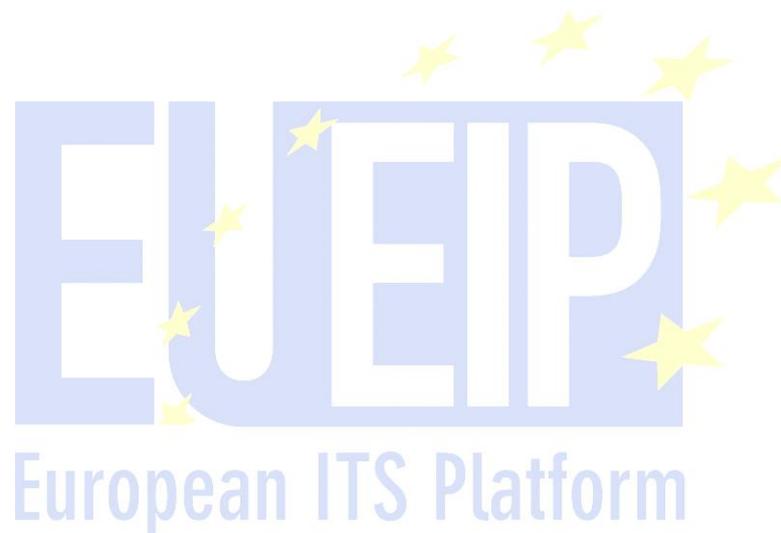
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## Foreword

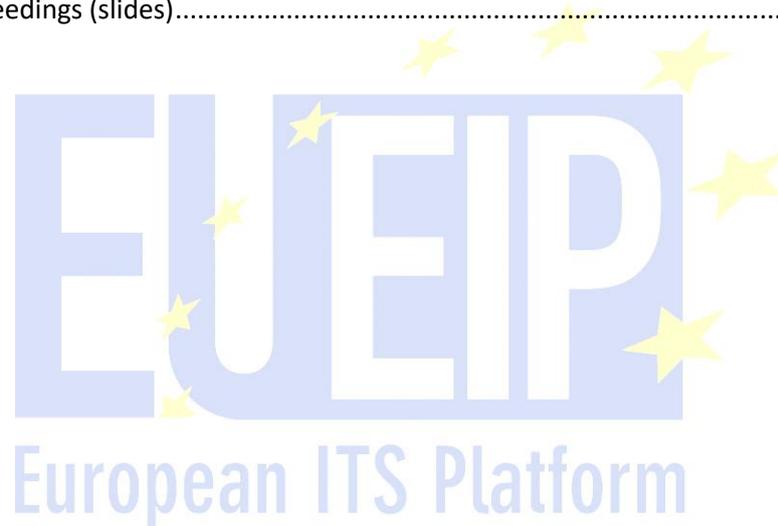
This document collects background information, proceedings and results from the workshop held online on 26<sup>th</sup> June 2020 organized by task 4.3 in the EU EIP project – Workshop on Actions for Core Network Corridor Digitalization as part of ITS Deployment Road Map update.

Jonas Sundberg & Arne Lindeberg  
Sweco, Sweden and Swedish Transport Administration resp.



## Table of Contents

Foreword .....	2
List of Participants: .....	4
Introduction and Workshop goals .....	4
Sub-Activity 4.3 – Status report.....	4
Discussion on Measures to support Core Network Corridor integration.....	5
Discussion on list of actions.....	7
Next step .....	9
Conclusions.....	10
Annex: Proceedings (slides).....	11



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Torsten Geissler (TG)	BaST, DE	Geissler@bast.de

## Introduction and Workshop goals

Arne and JS opened the workshop and welcomes everyone to the Teams meeting. For minutes' purposes the meeting was recorded. This workshop is a continuation of the Copenhagen workshop to update the roadmap. Jonas Sundberg was the moderator for the workshop with support from Vishal Baid, Sweco.

We received the news that Paul Wadsworth retired, we welcomed Carole Ciliberti as his replacement.

The goal of the workshop was to discuss draft of Road map deliverable and give input to further develop the final draft of this deliverable before circulation.

## Sub-Activity 4.3 – Status report

JS starts with showing a list of milestones highlighting this deliverable as the last milestone, Milestone 40 (slide 6). This milestone was shifted from late November 2019 to June 2020 due to EU EIP extension request in order to have it more up to date in combination to the expected Member State Supervision Assembly (MSSA) meeting since the deliverable needs to be acknowledged by MSSA to complete the milestone.

RA: MSSA meeting was initially planned to be held in November 2020 together with ITS Forum. JTS have decided that Forum will be held as a webinar but the MSSA was not yet discussed by MSSA. It might be taken as a webinar or could also be postponed.

JS: We need to communicate the results, find ways to participate in the discussion of continuation of EU EIP based on conclusions we have made.

### Discussion on comments to the report

JS showed the Deliverable guidelines which was set for this deliverable during the October workshop in Copenhagen. (slide 7)

JS distributed the draft on 10<sup>th</sup> June but have only received comments from JWT and Arne.

Roberto: Number of pages is no problem. We could however try to add an executive summary (2-3 pages, expressed as a Policy Brief) to provide to the Commission. It is more likely that members in MSSA will read the summary than the whole report.

JWT: It is important to keep the potential of this document in our mind. In my view it would be to use it as recommendations to the Commission and CNC corridors on requirements for next CEF period. We need a few pages of crisp recommendations to be used for the definition of future calls and policies in coming years regarding the CNC corridors.

Roberto: Is it possible to alter the title of the deliverable from what it is now to something around what JWT proposed, or if we can **keep the same title and add a subtitle, something in line of Policy recommendation view of digitalization of network.**

JS: Agreed, the title now might send some wrong message so it will be good to support the title with this subtitle.

### Discussion on Measures to support Core Network Corridor integration

JS showed the slide which summarizes the report with measures to support core CNC integration (slide 9). We should stress on importance of supporting these kinds of activities.

JWT: We should list number of essential actions which would be recommended to help a network function as a cross border corridor. Another important thing is the link between the Road part and multi-modal part, it needs to be reflected in parts of document to help other multi-modal corridors.

Arne: Through the history we have been suffering from lobby setup of rail vs road. We should emphasize if we really mean to do something about inter-modality. It is also about having the reliability in the road part which facilitates inter-modality especially around nodes.

JWT: We need to think about how to best communicate the above.

Roberto: Policy in Europe is also affecting the lobbying. Road requires more land at the same time rail is more sustainable in terms of safety. The policies in the EU has been another fact for these lobbying, since the idea behind these policies have been the modal shift from road to rail but looking at statistics the use of rail have been decreasing questioning the policies. We need to have better integration of services promote best use of network.

On slide 10, JS presented the list of measures to support Core CNC integration. He added if we could list some kind of actions that would enhance the inter-modal and multimodal aspect of corridor digitalization.

Arne: If we look at services ahead, having services like geofencing on road network could help improve the reliability of road networks.

JS: Most of the points on the list (7.2-7.9 in report) will work in multi modal/inter-modal environment.

JWT: Many of the item on the list refer to the digitalized information. Creation, accessibility and harmonization of the information is feeding into what can multimodal/inter-modal. Other things like business models and push by the commission can be seen as building blocks for such modals. We just need to add few lines to show contribution to multimodality.

MN: Maybe the focus could also be on data exchanges between different modes and services in different modes.

JS mentioned about Inspire directive.

KH: Inspire directive covers transport networks (roads, rails, sea and flights). It was created for environmental reasons with a theme of transport.

JS: If we eliminate points which are specific to road that will help promote the multimodal/inter-modal aspect in our recommendations.

JWT: Referring to point 7.8, Federation is a dangerous word, it was already taken out of the definition of NAPs and member states are opposing to federate the NAPs as well. We should avoid the use of the word 'federation'.

JS: Looking at the list, could we imagine a specific type of measures that would contribute to building a stronger multi/inter-modal transport system considering that this should be cross-border etc?

JWT: Thinking about the East-West corridor, one of the points that I might want to add to the list is requirements for KPIs for harmonization for cross-border actions at new CEF projects (maybe in a better wording).

JS: If we look at measure 7.9, there we are really trying to find and develop basic agreements on which are the KPIs that really are relevant on corridor level. For example, in South Asia, mean speed is one of the measuring parameters to success of a corridor but in the Europe, it is more complex.

Requirement which widens and functions as a framework that drives a certain development as JWT mentioned is something that is missing from the activity and must very much be included. KPIs in 7.9 must really be a tool and must be included.

JWT: I am also thinking about **safety and emissions KPIs**. Wondering if we should or can add some recommendation on emissions as DG Move might want to see more of that. Also, one of the main things in the coming years for the commission will be the **CO<sub>2</sub> reduction KPIs**.

**JS: We should extend Pirkko's point in the report. This is also a missing point which we should add.**

Arne: It is doable to add such a KPI in the recommendation, especially if you can connect it to enhanced reliability in the road network corridor but also in combination with Road-rail transport.

Pirkko will provide some suggestions on KPIs which we can consider for emissions like carbon footprint and traffic CO<sub>2</sub> emissions.

JS asked PR is we can somehow connect these KPIS to a have some kind a corridor perspective.

JS then asked if there is something that need to be removed from the list of measure. **It was concluded that we shall not talk about 'Federation' and that we shall change the content of 7.9 to new areas specifically to KPIS.**

## Discussion on list of actions

The list of actions was sorted in 3 groups as can be seen in slide 12.

### Action to establish an organizational base

JS asked if we have missed anything in this group.

JWT: Thinking about private sector, if they do see some kind of business case. Not certain if this could be mentioned here.

JS: In Action 9.1.1, we are aware of the fact that we need to involve industry for champions and platforms. If we look at CEF program for example, looking at the way they are organized where every company involved is required to be approved by the ministry. It is a very old fashioned, top down way of organising activities on national basis. In the past we have had many problems around this. There has been number of hinders towards integrating businesses and industry with authorities in current structure and that could be highlighted in the text as well as **facilitating integration of private sector/businesses.**

Roberto: Also, economical sustainability. Users know what is good for them in terms of cost and time. We have to make interesting policies for users in some way.

### 9.1.1

JS: Who should be the drivers behind such actions? Stakeholders?

JWT: It has been a balance of interest of various sectors drives who is most likely to take actions. There still are dependencies, if we look at automated vehicles on one hand, we need vehicles, on other hand we need authorities as well as telecom. **The needs/business interest of these players also a driver behind the actions.**

JS: If the goal is digitalization of corridors, who would be a natural driver for the digitalization of transport corridors?

JWT: You can have requirements coming from the commission and supported by the member states. Once there is information then it depends on who delivers the services (Smart Traffic Management etc.). Availability of information in a harmonized way will lead creation of services either way, with new business cases coming through. In such cases the champion can be a tool to find support actions to make it happen or a champion who takes effort to try to talk to authorities on both side and help coordinate a level of cooperation.

### 9.1.2

Karolina updated on Road CID from the 2 workshops in spring.

KH: We have discussed potential content for a CID and we now have a priority list on which information we want to start to collect. We will collect information in autumn, not for entire corridor but bits and pieces from all over Europe to try to see how hard it is to collect information. Goal is to have a proof of concept of CID, the first version ready before the end of the year. There must be some kind of regulation that states what kind of information you need to collect and to maintain CID. We have deliberately waited for governance and regulation discussion for CID because we want to see what the content would be before we decide further. Difficult to compare it with rail CID.

Arne: We should be careful about using the word regulations, it is more complicated which will make it difficult to market it.

#### Actions to establish the needed technical preconditions

##### 9.2.1

JS: My conclusion was wouldn't this be something organized by the core network coordinators? They should be the one who should do a systematic review of all kinds of hinders along the corridor in order to stimulate developments.

JWT: It is important to write the recommendation in a diplomatic way to have the most probability of them taking it on board.

##### 9.2.2

JS asked if EU EIP will go on forever & update deployment guidelines/reference handbook? How do one harmonize services?

Arne: If one puts in efforts to provide guidance/standards/reference handbook, you need to have a well elaborated thinking regarding exit strategy. There is no point in documents which are not maintained. We need to secure the care of such documents.

##### 9.2.3

JS: We concluded that there is no well-defined way of describing this part of the ODD, how do an authority of any kind describe the limits of a certain function in a simple and clear way?

TG: One good example could be in C-Roads, part which is lead by Austria. They provide similar information but with the use of roadside stations. For some year **Austria have this public authority initiative graph integration platform, which is a type of common authority map.**

##### 9.2.4

Risto: I think that there is a clear role for the road operators and authorities to provide this type of information. They would concern for the rules, regulations, any restrictions on any sort of vehicle type. I would also include digitalization of traffic management plans including the cross-border traffic management plans. It all should be a part of this package from the road operators side as a digital package for the service providers and also the OEMs. It is very connected to geolocalization as well.

JS: yes, it should be extended to also include other aspects of digitalization like TMPs and not only traffic regulations.

### 9.2.5

JS: We have already gotten a good advice from JWT to avoid the word federation. Need to build an information network to make an effort for linking traffic information sources through use of interchanges operators similar what it done in telecom.

#### Actions for CNC performance assessment

### 9.3.1

JS: We discussed it already and we concluded that **we need to expand with an additional activity being more ambitious on KPIs.**

### 9.3.2

JS: It is what we do in EU EIP in Activity 5. We agreed yesterday that we need to continue to collect evaluation data.

JWT: Need for good evaluation in KPIs etc will be increased due to an increase in budget for digitalization. **We can add new KPIs for contribution towards corridor performance.** Certainly, evaluation needs to be extended and more projects needs to be evaluated.

JS: How can we extend and expand our access towards evaluation data?

JWT: I would certainly hope that in the EC's requirement to new projects (in C-ITS corridor or CNC corridor), that they should have some hard requirements on evaluation data in aspect of digitalization or ITS.

JS: I shall add that to the text, in particular if we do it on corridor level. Data need will grow as well.

#### **Communication of results**

**Arne: Roadmap results and strategic questions qualify for a webinar for external representation.**

### Next step

JS: I will spend the summer with Vish and minutes and will write an executive summary with perspective of policy brief design. Arne's idea to launch the results of this report in autumn's webinar. Will distribute the revised report during somewhere in early August.

JS asked about communication ideas other than Arne's input.

JWT: First should be to get the report approved by the MSSA. We will also work on some kind of a summary which can be used in influencing by bringing some recommendations to the commission. In September we will have the NAP PSA call, we will also have a monthly workshop for EU EIP, we can bring some recommendations and points to the following events.

Roberto: It could also be an internal workshop with the commission if we have a policy brief to discuss and maybe we can integrate some of their policies in the final version. It is kind of the material the commission is seeking.

JS: We need to have an internal process here to secure this before it is launched in the sense. We have the next JTS meeting in September. We would have a revised version well before the time.

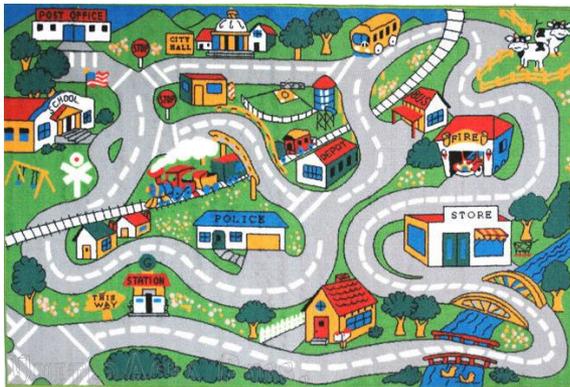
## Conclusions

Jonas thanked everyone for their input and wished a wonderful summer to everyone.



Annex: Proceedings (slides)





EU EIP sub-activity 4.3  
ITS Deployment Road Map Update

## Actions for CNC Digitalization

Workshop 26 June 2020 - Agenda

# Welcome!

(Meeting will be recorded, OK?)

# Proposed agenda

1. List of participants
2. Goals of today's meeting (Goals)
3. Sub-Activity 4.3 – Short status report
4. Report of comments received (Jonas)
5. Conclusion on list of Measures required – Missing, superfluous?
6. Conclusion on list of Actions proposed
7. For each action proposed:
  1. Is this the correct focus?
  2. Which stakeholder shall be considered as a driver?
  3. What priority shall be given?
8. Conclusions
9. Next step
10. Closure

# List of (potential) participants

- Jonas Sundberg
- Arne Lindeberg
- Vishal Baid
- Åke Egemalm
- Anna Schirokoff (prel.)
- Karolina Hedberg
- Jan Willem Tierolf
- Steve Narroway
- Eva Boethius
- Roberto Arditì
- Petri Antola
- Risto Kulmala
- Carole Ciliberti
- Paul Wadsworth
- ITS Romania (Mihai Niculescu?)
- Pirkko Rämä
- Torsten Geissler (later)

# Workshop goals

- To give Jonas enough input to develop a final draft deliverable for circulation

# SA4.3 status report

**37** 3rd workshop: Incentives and other support mechanisms in order to drive synchronized ITS deployment 15/05/2018 Dossier of the workshop (minutes and supporting documents)

**38** Draft Report on needs for incentives and other support mechanisms in order to drive synchronized ITS deployment including an assessment of their expected impact 30/06/2018  
Acknowledgement by the Member State Supervision Assembly (even by e-mail)

**39** 4th workshop/ assembly: Concluding the European ITS Deployment Road Map. 15/05/2019 Dossier of the workshop (minutes and supporting documents)

**40 (and last)** Road Map deliverable 30/11/2019 Acknowledgement by the Member State Supervision Assembly.

Milestone 40 shifted to June 2020 in EU EIP Extension request

# Deliverable guideline

- **Deliverable content and basic layout was discussed and agreed at October 2019 workshop in Copenhagen**
- **Working title for road map is: "Actions for Core Network Corridor Digitalization"**
- **We do not perceive EU EIP as the target group for the result, but rather the strategic level in EC / CNC organization defining work plans for ITS Deployment (i.e. Digitalization)**
- **We will through a 30-50 (maximum) pages document ..**
  - a. point at and outline a number of actions that should take place on the EU and CNC level to promote digitalization**
  - b. We also point at actions that shall continue to take place on "ITS Corridor level"**
  - c. And actions that should be carried out by a road operator ITS Platform (i.e. EU EIP)**

# Comments received

None?

# Conclusion on Measures to support Core Network Corridor integration

- We first identify which measures that are relevant, in a second step how these are organized into actions
- Important boundary requirement:

This roadmap proposes a set of actions for improved Core Network Corridor performance **that are not naturally accounted for in local or national programs.** This means **actions that are designed and implemented on a corridor level which will require international cooperation for their realization.**

The common purpose of the actions proposed is to **realize measures that contribute to the elimination of perceived borders along road sections of the CNC's.** This is done through provision of seamless information to road users (and their operators) with known quality that will allow for (very) high quality in ETA calculations for long distance and cross-border transports, in particular carrying goods.

**These measures are complementary to and dependant on measures carried out in order to mitigate local and regional traffic problems.** They need to be put in place in order to eliminate bottlenecks and safeguard road safety while also providing necessary data.

# Conclusion on Measures to support Core Network Corridor integration

- 7.2 Service Harmonization
- 7.3 Work through Champions and Platforms
- 7.4 Establish Road Corridor Information Documents
- 7.5 Continue with Technical Development
- 7.6 Geofencing – Area definition (part of ODD)
- 7.7 Establish Digital Traffic Regulations (including METR)
- 7.8 Federation of information sources
- 7.9 Performance measurement and assessment of effects

# Discussion on Measures

- Measures missing?
- Measures superfluous?
- Measures described with relevant content?

# Conclusion on list of actions

- Actions to establish an organizational base
  - 9.1.1 Action for champions and platforms
  - 9.1.2 Action to establish Road CID
- Actions to establish the needed technical preconditions
  - 9.2.1 Actions for cross border ITS development
  - 9.2.2 Actions for service harmonization
  - 9.2.3 Action for geolocalization
  - 9.2.4 Action to make Digital Traffic Regulations available
  - 9.2.5. Action for federated information sources
- Actions for CNC performance assessment
  - 9.3.1 Action for CNC KPI's
  - 9.3.2 Action for collection and compilation of assessment data

# Discussion on Actions

For each action proposed:

1. Is this the correct focus?
2. Which stakeholder shall be considered as a driver?
  - Particular attention to actions relevant for EIP
3. What priority shall be given?

# Conclusion and Summing up



# Next step

- Distribution of final draft?
- Presentation at MSSA?
- Other events?
- Communication needs overall

# Closure

Thank you and have a wonderful summer!