

# Report on Stakeholder Liaison and Cross Corridor Cooperation 2019

EU EIP A2

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## 1. Introduction

Inside the European ITS Platform, the Activity 2 "*Monitoring and Dissemination*" is the prime place to foster harmonised ITS deployment on a European scale, across ITS Corridors and special domains. A2 works in close cooperation with all Activities in EU EIP to provide a place to discuss mutual impact and orchestration of their specific results and their impact on ITS Deployment in the future. It is also the platform for ITS deployment corridors to share results of horizontal activities and best practice.

Besides this internal role, A2 liaises with external stakeholders in order to disseminate EU EIP results, discuss framework conditions, elicit requirements and follow ITS deployment in other projects (Urban, C-ITS...) and connects itself and EU EIP as a whole with relevant activities in the vast and still growing landscape of ITS. To this end, A2 organises targeted stakeholder workshops and participates in major events in the field presenting EU EIP tasks and results. It also takes an active part in the strategic dialogue with the stakeholders by participating in round table discussions, as well as the discussion rounds of several major events in the field.

In order to fulfil its task to facilitate the exchange of experiences among the ITS Corridors, the Corridor and (sub-) activity leaders meet regularly as a Cross Corridor Cooperation (CCC) Group. The main purpose of CCC is to exchange experiences, issues and solutions between the corridors. The CCC focuses on the operational level between the corridors. A common work plan has been designed to achieve the outlined goals. Three tables are part of the work plan to create an overview of the corridor coordination: 1) Areas of interest, 2) Common deliverables planned, 3) Workshops/common meetings planned. With the use of these three tables, every corridor leader can easily express interest to cooperate with other corridors with common interests, agree on common workshops and deliverables, as well as indicate interest to participate in workshops organised by other corridors. In addition, activity 2 identifies relevant topics out of the corridor activities, which are related to the EU EIP sub activities or Expert Groups. The CCC group had its kick-off meeting early in 2018 and cooperation strongly intensified in 2019. First results of cooperation are already visible with commonly organised meetings and workshops taking place, as well as an increased participation in corridor meetings and workshops of members of other corridors and/or the A2 Expert Groups, achieving this way a significant knowledge gain for all parties.

This report presents the major events of the year concerning the liaison with external stakeholders and the cross corridor cooperation, both tasks of EU EIP activity 2. The next chapters contain short reports of these events in chronological order. More information on these events can be found by following the included links to the relevant websites or at the EU EIP portal ([www.its-platform.eu](http://www.its-platform.eu)).

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## 2. Stakeholder Liaison Events in 2019

### 2.1. Contact and support of the Core Network Corridors

The European ITS Platform launched a new action to support Core Network Corridors, responding to the invitation by Mr. Herald Ruijters, DG-Move Director Investment, Innovative & Sustainable Transport of the European Commission, during the ITS Forum in November 2018 in Utrecht, to Member States to boost further cooperation among ITS Corridors in order to cover needs of Core Network Corridors.

Contacts had already been established with North Sea-Baltic and Scandinavian-Mediterranean Core Network Corridors and continued with Mediterranean and Atlantic Corridors.

Prof. Carlo Secchi, coordinator of the Atlantic Core Network Corridor, after a bilateral meeting with Roberto Arditi, considered the activity of the European ITS Platform and CEF ITS corridors worthwhile of a harmonized approach from Core Network Corridors.

In addition, the European ITS Platform participated in the Forum of the Mediterranean Core Network Corridor, that took place on November 20th 2019 in Brussels - premises of the European Commission. The event was organized by the European Commission and chaired by Ms. Iveta Radičová, former Prime Minister of the Slovak Republic and currently high representative of the Commission for the Coordination of the Mediterranean Core Corridor. The coordinator of the Platform Federica Polce (MIT), the coordinator of MedTIS Malika Seddi (ASFA) and Pierpaolo Tona (INEA) attended the meeting contributing to the debate. Roberto Arditi (SINA) held a speech on "*European ITS Platform: towards a smarter and more efficient mobility - successful cases on the Mediterranean core network corridor*". A few case studies from MedTIS were considered in the presentation. MedTIS is to be fully presented in the forthcoming meetings of the Forum. During the meeting Ms. Iveta Radičová, proposed to extend the key performance indicators of the corridor: the European ITS Platform proposed to support this kind of action through its own experts on evaluation and KPI already adopted by ITS corridors.

The presentation of Roberto Arditi at the Forum of the Mediterranean Core Network Corridor can be found here:

[https://www.its-platform.eu/sites/default/files/180\\_MediterraneanCNC\\_V1.pdf](https://www.its-platform.eu/sites/default/files/180_MediterraneanCNC_V1.pdf)

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## 2.2. 13<sup>th</sup> ITS European Congress – Special Interest session “*Traffic Management in a Changing World – Fulfilling ITS promises*” – Eindhoven (NL), 4 June 2019

A Special Interest Session at the 13<sup>th</sup> ITS European Congress was organized by the European ITS Platform (EU EIP) and Arc Atlantique 3. Title of the session was “*Traffic Management in a Changing World – Fulfilling ITS promises*”. Traffic management is challenged by a strong evolution from the technological and organizational point of view. The Digitalization of transport, Connected and Automated Driving, the European dimension of services, multimodality (passenger/freight) and the emerging mobility challenges require even more cooperation and coordinated deployment strategies supporting new EC mobility policies. The goal of the session was to give insight into what the various actors (e.g. road operators, policy makers, automotive industry and service providers) need to do to be prepared for ITS deployment in the coming 5 years, based on current and future trends and developments influencing the traffic management domain.

More specifically, during the session currently relevant trends and developments in traffic management and actions that need to be taken in the next five years to fulfill these promises were discussed. Stakeholders from different disciplines presented their views on: how will new business relations influence traffic management, what is needed to implement new technologies, what is needed from other disciplines, what changes are needed in their organization to cope with these developments, what concrete actions are needed to achieve implementation, what projects are they already working on and what are their experiences, what are the requirements for traffic design, how do they ensure the correctness of traffic data to the road users, which assets do they need to develop to cope with the changes in traffic management.

### 2.3. 26<sup>th</sup> PIARC World Congress – Abu Dhabi (UAE), 6-10 October 2019

The European Platform for Intelligent Transport Systems (EU EIP) was present at the 26<sup>th</sup> PIARC World Road Congress.

As part of the technical session “*cooperation strategies between national and local road agencies*“, the Federal Highway Research Institute (BAST) presented „*EU ITS Platform on Future Motorway Traffic*“. The main focus of the presentation was on the strength of the Corridor-based ITS implementations and the three pillars within EU EIP activity 2:

- Strategic Dialogue
- Guidance
- Operational Excellence.



In addition to the oral presentation, EU EIP also participated in the poster sessions. The poster presentation of EU EIP enabled direct discussions with interested delegates. In total it was a great opportunity to disseminate results and experiences gained from the Corridors and to promote EU EIP to a relevant and enthusiastic audience.

The poster presented by EU EIP can be found here:

[https://www.its-platform.eu/filedepot\\_download/2593/6582](https://www.its-platform.eu/filedepot_download/2593/6582)

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### 3. Cross Corridor Cooperation Events in 2019

#### 3.1. Roadworks Information Workshop organised by URSA MAJOR neo – Munich (DE), 14-15 February 2019

The URSA MAJOR neo workshop brought practitioners from four countries (Germany, Italy, Czech Republic and the Netherlands) together to discuss current approaches to improving roadworks, as well as future perspectives.

Day 1 included a couple of presentations of current projects to improve planning and performing of roadworks. The aspect of planning mainly addressed the practical alignment of planned roadworks with road operators of the secondary road network. From today's expectations it is no longer acceptable that parallel roadworks on the main and secondary network at the same time lead to congested alternative routes. The presentations from Autovie Venete, Rijkswaterstaat and the project from Rheinland-Pfalz showed how difficult it is to set up working cooperation between all road authorities. Technically, the option to provide web clients from a single system is a useful approach. In general, the growing importance and impact of roadworks is addressed by the implementation of powerful systems that allow optimal roadwork management and best possible information of drivers. Convincing examples were the presentation of the system of North Rhine-Westfalia and the online demonstration of the Bavarian system. An important aspect of significantly increasing the accuracy of roadworks information (in particular location and timing) was demonstrated by ANAS, which uses automated devices to online register activation and location of roadworks.

Day 2 opened the view in the future and featured three presentations from Hessen, Autostrade del Brennero and the port of Livorno that all showed deployment of C-ITS technology for warning road users in the scope of roadworks. The Hessen project is already in roll out stage and soon all safety trailers in Hessen will be equipped with C-ITS roadside units. Roadworks are an important field of deploying new technology for future automation features. This became clear in the CEDR presentation that showed how the automotive industry and infrastructure operators will cooperate in general – including roadworks – to enable automated driving in the future. This is a future perspective, but the last presentation reported about a CEF application that is trying to start bottom up right now in that direction by promoting projects that digitise traffic regulation in general and make that data available.

The presentations showed up-to-date developments that were of very high interest for all attendants and the discussion that followed was intensive. The results were clear: roadworks is a field of dynamic and important developments, and therefore an URSA MAJOR neo forum like this to meet and share is extremely important and useful.

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### **3.2. Evaluation Workshop organised by URSA MAJOR neo – Frankfurt (DE), 26 March 2019**

The URSA MAJOR neo Evaluation Workshop, which was hosted in Frankfurt on the 26th of March, brought together 15 URSA MAJOR partners for a very successful discussion on the ITS Evaluation as well as the exchange of experiences from past evaluations. The aim of this meeting was to identify possible optimisations in the evaluation process and to ensure that all partners involved are equally informed of the evaluation activity. Furthermore, a first analysis of the implementations to be evaluated was also part of the discussion.

The workshop was introduced by Stephanie Kleine (International Coordinator of UM2 and UMneo) and evaluation lead Luca Studer (Politecnico di Milano). Luca Studer started with a presentation of the basic concepts of ITS project evaluation, in which he explained the structured procedures during the evaluation process. After several questions, mainly due to the time horizon of data for the evaluation and suggestions about the pollution estimation, Luca also explained the meaning of deployment and benefit KPIs in detail. It was decided, that all national evaluators will get the Evaluation kit, containing the KPI definition document, the DG MOVE KPI document and the template, in order to achieve an efficient and harmonized evaluation process. Then examples of evaluation studies were presented and the structure for reporting evaluation results was clarified. Finally, each national evaluator presented the projects to be evaluated, followed by a discussion of the possible criticisms and problems.

In conclusion, the URSA MAJOR neo Evaluation Workshop was a great opportunity to discuss the evaluation activity, the results and the assessment of the evaluation process. Thus, there are no more obstacles to effective execution of the evaluation activity. It was also agreed to complete the first paragraphs of template by the end of April, which guaranteed a timely start of the evaluation process.

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### 3.3. Intermodal Freight Workshop organised by URSA MAJOR neo – Verona (IT), 7-8 May 2019

On 7 and 8 May 2019 around 70 experts gathered in Verona to participate in the Intermodal Workshop in Verona, organised by the URSA MAJOR neo project. Host to the workshop was Interporto Quadrante Europa, located at the crossroads of the Brenner (north-south direction) and the Serenissima motorways (west-east direction), as well as the corresponding railway lines. Interporto Quadrante Europa extends over an area of 2,500,000 m<sup>2</sup>.

On behalf of Interporto Quadrante Europa Mr. Matteo Gasparato welcomed the participants and then gave the floor to Mr. Gzim Ocakoglu of DG MOVE. Mr. Ocakoglu presented the EU policies on ITS and the Digital Transport & Logistics Forum (DGTL).

Then a number of speakers presented ITS for intermodal rail and port operations.

For intermodal rail operators (Hupac, Kombiverkehr) ITS:

- creates transparency to the supply chain (finding intermodal options, ETA, ETD and current position of transport),
- contributes to partner integration and
- makes intermodal transport more efficient (optimising capacity planning, OCR).

In ports ITS plays a similar role via PCSs, e.g.

- improving efficiency (entering data only once, reuse of data),
- integrating partners in the port (information exchange through standard interfaces and platform), both 2B and B2A,
- providing status information (ETA, ETD, RIS), and neutrality

With respect to traffic management the following can be seen in ports:

- Pre-announcement of trucks at terminal and mandatory slot booking help reduce traffic problems
- Delivery/pick-up of containers during the night is problematic because hinterland is closed at night. Possibly dropping off chassis with container during nighttime on the guarded premises of the hub in the hinterland could work.
- Control Tower container traffic provides insight in waiting time and peak hour traffic in the port
- Regional authority can enforce cleaner transport: setting modal split requirements (x% rail, y% barge, z% road) and strict fuel legislation for trucks (Euro VI, LNG, ...)

Focusing on ITS tools for road and rail transport:

- Importance of constantly updating intermodal route planners, to remain relevant to the users and to potential users;
- Truck platooning brings a lot of benefits, but how to overcome the safety issues (maybe giving priority to the platoons?).

Focusing on ITS tools for ports:

Ports are installing automated gates in order to create an automatic reader system that can be integrated with a dynamic information system and it can interact with the city ITS giving information on incoming trucks and/or congestion.

As next steps the importance of the human element and the social acceptance of the digital transformation need attention:

- Formulate a legislative framework that is shared and accepted within all the stakeholders (the federative platform and the EFTI proposal seems to be a good starting point)
- Invest in people (formation, ethic issues) and infrastructure, both physical (hardware e.g. the OCR gates) and digital (software e.g. the truck loading optimisation software)

Further information is available online:

Workshop report: [https://www.its-platform.eu/filedepot\\_download/2493/6516](https://www.its-platform.eu/filedepot_download/2493/6516)

Presentations Day 1: [https://www.its-platform.eu/filedepot\\_download/2493/6517](https://www.its-platform.eu/filedepot_download/2493/6517)

Presentations Day 2: [https://www.its-platform.eu/filedepot\\_download/2493/6518](https://www.its-platform.eu/filedepot_download/2493/6518)

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### **3.4. Workshop on Cross Border Traffic Management Plans organised by Crocodile – Thessaloniki (GR), 22-23 May 2019**

The latest technical workshop of the CROCODILE corridor took place in Thessaloniki, Greece on 22nd and 23rd of May. Its main focus was on cross-border traffic management plans. Further topics covered were Traffic Management 2.0 and the role of digitalisation. This was an opportunity for the CROCODILE corridor partners to introduce their activities among each other and display the possibilities for cooperation and synergies when working on traffic management plans.

The workshop was split into three sessions, lining out the status quo of TMPs, ongoing activities and the digitalisation of TMPs. In the first part, partners talked about details of the design and activation processes as well as possibilities for traffic diversion. Motorway operators cooperate with municipalities for local traffic rerouting and there are some initiatives for cooperation with railway operators for multimodal passenger rerouting. In general, thresholds for activating a TMP should be calculated in such a way that rerouting possibilities can be prioritised in terms of cost-efficiency and implemented accordingly. In this context, it was also emphasised that a broad and concerted appearance towards big private service providers will be a key issue.

The second block included initiatives for the corridor from Budapest to Venice and an overview on the various decision points from where rerouting measures can be initiated in accordance with respective thresholds (shortest and cheapest option). Calculations differ depending on the sections and are also subject to operator-internal processes. There is also the possibility of sharing thresholds via API in order to trigger TMPs across borders more easily.

An interactive part was held in order to answer the following questions:

- Why do we need simple access to TMPs in digital format?
- What are the barriers to offer efficient use of existing transport infrastructure across modes and operators?
- What is the next step for the digitalisation of TMPs?
- Possible solutions/ use cases

In the third session it was emphasised that, when making use of TMPs, strategic decision making tools should be deployed, covering the whole network, thus exceeding the mere operator network. The issue will be to create transparency on technical and operational level. Decisions are made of course within the systems of the operators but in further consequence based on what is displayed in the strategic tool. Again, this should be displayed on a broad concerted basis in order to improve the strategic relevance of operators against private service providers.

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A summary and conclusion revealed that there is – unsurprisingly – a general importance of ongoing cooperation due to evolving needs of cross-border traffic & transport. Several TMPs are existing in Europe on different levels (i.e. local/regional, national, cross-border) and processes for activation are defined, but may differ or be adapted depending on operators and environments. When bridging to big players (such as google, TomTom, etc.) it will be important to appear as “*Member State collective*” to improve perception. Here it will be about achieving a win-win-win use case for operators, providers and end users. Especially concerning the latter, the question is how to set up dynamic and multimodal rerouting that is both feasible and attractive.

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### **3.5. MedTIS Tunnel projects Evaluation Workshop organised by MedTIS – Cannes (FR), 14 June 2019**

The MedTIS Tunnel projects Evaluation Workshop, which was hosted in Cannes on the 14th of June, brought together 20 MedTIS and EU EIP partners for a very successful discussion on the Tunnel ITS projects Evaluation as well as the exchange about issues and experiences from past evaluations.

The aim of this meeting was to identify possible methodologies for making those specific evaluations, trying to calculate the impact of ITS solutions on tunnel safety and to share the methodology principles with all partners involved. Furthermore, several examples of tunnel projects evaluation based on that methodology have been presented, allowing numerous questions and large discussion.

The workshop was organized and introduced by Thomas Malagie (ASFA: French motorways association), coordinator of MedTIS program.

After a technical visit of the A8 motorway section between Cannes and Menton (France/Italy border), including numerous tunnels, and its Traffic Management Centre, several presentations have been done on Tunnel projects evaluation.

The example of the ITS project evaluation of Frejus Tunnel was presented.

Taking into account that goals of those projects are to improve safety and tunnel equipment management by reducing alert time and response time, in case of any event, the evaluation aims to calculate the impact of the ITS implementation on these parameters and consequently, on safety and tunnel management improvement.

Using the EU EIP KPIs (deployment and benefit), the evaluation delivers the various savings about accident numbers and severity and estimates the socio-economic benefits due to the project.

Then, questions from the partners and discussion allowed to check that new methodology was applicable to most of ITS Tunnel projects.

In conclusion, the MedTIS Tunnel projects Evaluation Workshop was a great opportunity to discuss and to make the evaluation activity progress, That new methodology will be applied on MedTIS3 projects and should deliver similar significant results as in Frejus Tunnel ITS project.

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### 3.6. Floating Car Data Workshop organised by URSA MAJOR neo – Frankfurt (DE), 17 September 2019

The FCD Workshop of URSA MAJOR neo was held at the House of Logistics and Mobility (HOLM) in Frankfurt on the 17th September 2019 to share content and results in the frame of cross corridor cooperation with European experts.

The workshop was divided into 5 thematic sections:

- Introduction
- Application of historic FCD
- Current usage of real-time FCD
- Future application of real-time FCD in traffic management – Part I
- Future application of real-time FCD in traffic management – Part II.

The introductory presentation described the common understanding of FCD and gave a brief overview of possible use cases as well as options for the integration in existing traffic management infrastructure. The other four sections each contained two presentations with an individual focus on specific applications, experiences from current usage and future use cases in the field of FCD.

The FCD Workshop showed that almost all UMneo partners use FCD, for various purposes. FCD complements traffic detection by sensors, and it is of high interest to evaluate where it might have the potential to actually replace or at least reduce the expensive detection infrastructure.

Historic FCD is used for analysis, which can benefit traffic planning but also asset management. Different use cases were shown, e.g. for the detection of bottlenecks and in general the congestion analysis.

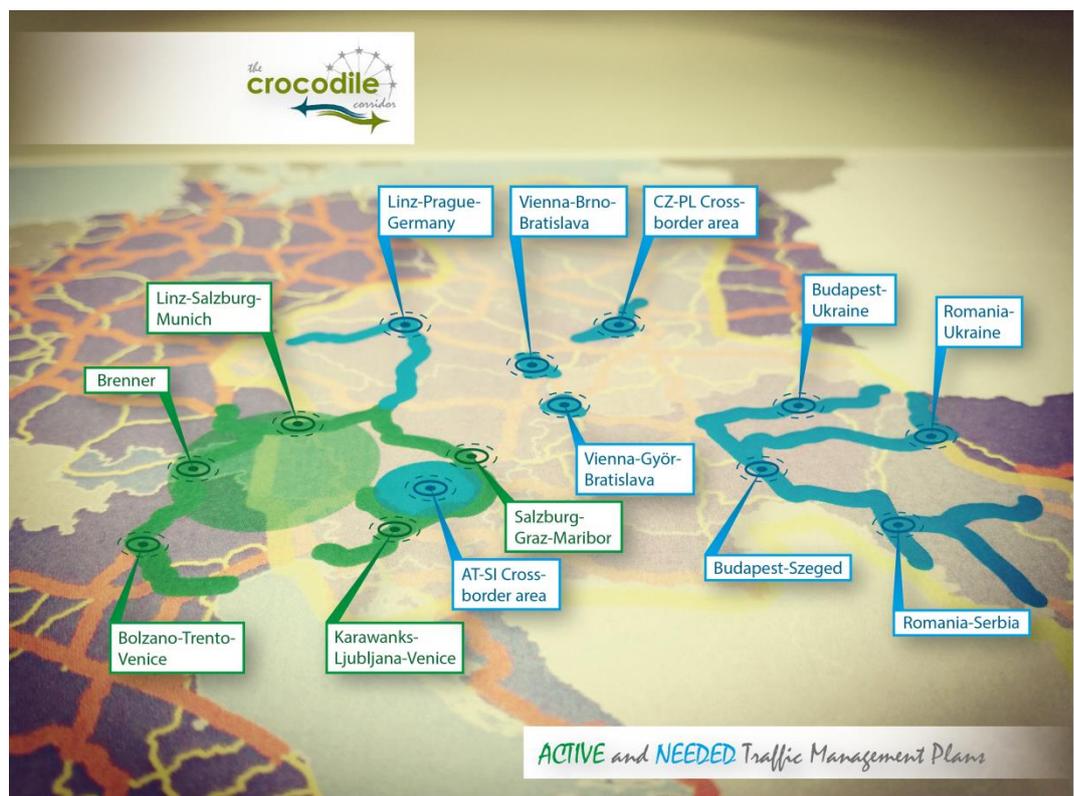
Real-time FCD is used to support traffic management. It is widely used to determine current LoS, travel times and as a basis for re-routing. It is also very valuable to support action that require knowledge about the status of the secondary network, or on the main network in cases where the traffic detection infrastructure does temporarily not work, e.g. road work.

The usability of FCD data for traffic control measures is still unclear, but the Netherlands showed promising results with a FCD data feed with approximately 9 % penetration, single vehicle data and a latency less than 15 seconds. In the light of this result it will be of highest interest to follow the activities of the High Level Data Taskforce, where access to OEM backends may become possible that would provide such data everywhere.

Given the huge potential of FCD and the dynamic developments currently happening in this sector, the participants supported the proposal to set up an expert group that would allow them to meet and share. Whether in this context more concrete tools to guide the deployment of FCD could be created, needs to be analysed and decided at a later stage.

### 3.7. Meeting on Traffic Management Plans (TMPs) organised by Crocodile – Maribor (SI), October 2019

In the end of October 2019, a meeting on the topic of traffic management plans (TMPs) was held in Maribor, Slovenia. Representatives from five Central European Member States have participated and discussed the possibilities of implementing actual changes in their processes for coordinating and activating TMPs. Participants encompassed motorway operators, developers and automobile club representatives from Austria, Croatia, Czech Republic, Hungary, Italy and Slovenia.



An agreement was reached on a unified way of communication in live operation between different traffic control centres, starting already in December 2019. An application will be employed enabling that there is no longer a need for communication via email (however it can be maintained for information purposes) when exchanging important information between control centres. In this way, the activation and management of TMPs will become much easier and more transparent, which is most favourable in the context of transnational traffic management in the central European area.

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### 3.8. Workshop “*Road Corridor Information Document*” organised by EU EIP A2 CCC and led by NEXT-ITS 3 – Bergisch Gladbach (DE), 12 November 2019

On 12 November 2019, 9.30-12.00, the first task force workshop about Road Corridor Information Document (Road-CID) was held. The workshop was hosted in BAST office in Bergisch Gladbach (DE) and it is carried out as a task within the Cross Corridor Cooperation (CCC) activity of EU EIP A2.

#### **Why Road-CID?**

ITS projects on corridors are often deployed in a similar manner but they are managed on a local, regional or national level and they are not connected to each other. Every separate organisation and traffic centre cares mostly for their own region or metropolitan area. But Corridors represent the perspective you get when you look on traffic from satellite; you see flows that form trans-European movements, mainly consisting of freight vehicles. From a corridor perspective, there is a need for some kind of descriptive umbrella and that should be provided through the Corridor Information Document, CID. CID is a type of document that is already used by the CEF Rail Freight Corridors. For CEF road corridors we will call it Road-CID so there will be no confusion.

The idea with Road-CID is to have one structured way of describing the corridors, which will be the first step to actually work on a corridor level. The Road-CID will contain descriptions of the general structure of the corridor like network overview including important hubs, terminals and bottlenecks and also which organisations that are concerned. It describes how the traffic management centres are structured as a series of interconnected traffic management areas. It also describes which ITS services (with focus on services relevant for corridor operation like HGV parking) that are available and where and especially which TMP´s that are in operation and how they connect. Hence the Road-CID will provide the reader with an understanding of the general structure of traffic management on the corridor level. A future Road-Cid will also contain information about for example geo-fencing, platooning and digital traffic rules.

#### **The workshop**

The focus of this first workshop was to discuss and outline a possible content description of a first generation of Road-CID. A first “candidate draft” for Road-CID was circulated one week before the workshop as the basis for discussion.

If you are interested please send an email to [Karolina.hedberg@trafikverket.se](mailto:Karolina.hedberg@trafikverket.se).

### 3.9. Cross Corridor Cooperation Workshop “*Future Challenges for Traffic Management Centres*” organised by NEXT-ITS 3, EU EIP A2 WG East-West Corridor and EU EIP A2 CCC – Bergisch Gladbach (DE), 12-13 November 2019

On 12 and 13 November, 44 experts from 14 EU countries and Switzerland met at BASt in Bergisch Gladbach (Germany) to discuss the future challenges of Traffic Management Centres (TMCs). The Programme consisted of 15 presentations and sufficient time for discussion among the experts, which were representatives of road authorities, motorway operators and the industry. A visit of the TMC in Leverkusen concluded the workshop.



#### **Background**

Traffic volume continues to increase, new technologies, such as autonomous vehicles, Car2X and further innovations in transport, continue to develop and the interfaces between the urban and interurban areas become more important. Traffic Management Centres have to deal with these challenges by implementing innovative systems and software and a closer cooperation with neighbouring traffic centres, other modes, as well as between the urban and interurban area. The aim of this workshop was to present the challenges of traffic management centres, existing and planned innovative systems and software as well as possible cooperation between traffic centres.

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## **New technologies**

A number of presentations showed the implementation and potential of new technologies for TMCs. For example, North Rhein-Westphalia is currently using Floating Vehicle Data for Traffic Management for rerouting and dynamic lane management. In the Netherlands a Proof of Concept is carried out with Smart Cameras, which have shown an annual savings potential of 2700 staff hours for the Netherlands. However, this development does not lead to a staff reduction but to an increased efficiency, as it enables the road authority to achieve more with the same staff. C-ITS is already demonstrated in Hestia and plans exist for Greece (Egnatia Odos), also in the framework of C-ROADS Greece. The benefits are clear: traffic managers will have access to more information from the vehicles and at the same time will also have the possibility to communicate directly with the drivers/vehicles. In Belgium and the Netherlands information from road users is collected for Incident Management purposes. Through WAZE, information about broken-down vehicles, accidents and dangerous situations becomes available to the TMCs. This is an additional channel of information, supplementing other systems like AID, detection loops, cameras and FCD.

## **Data**

Many of the new technologies will result in more data, for example C-ITS. But the question is for example what type of data should be collected from the vehicles (Floating Vehicle Data) and for what purpose. Whatever the answer, data should be made accessible through open data platforms and National Access Points, in order to facilitate the re-use of data and to allow app builders to develop new applications and thus new services to end-users. This does not only apply to FVD, but to all kind of data (both real-time and historical), such as traffic light signals, accident data, etc.

## **Challenges**

During the workshop a number of challenges were addressed, both in presentations and during the discussions. Technological developments go too fast compared to time needed for tendering and installation of ITS. New ways have to be found on how to deal with these fast-changing technologies. TMCs also have to think about how to deal with the ever-increasing amount of data that is becoming available to them. What data is needed, and how can it be used? Which data must be stored, and how should it be stored? The new ITS systems and the associated data coming with it, will require different processes and different qualifications of the staff working at the TMCs.

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With respect to incident management it was noted that none of the participants in the workshop has much experience with how to deal with the salvage of the various types of electric vehicles and trucks with different kinds of (automatic) gearboxes. Exchange of best practices would be considered very useful. It is also believed that closer cooperation with vehicle manufacturers will have potential for further advances of TMC automation.

Furthermore, the question was raised who will be responsible for the routing of autonomous vehicles? Is it the service provider or is this the responsibility of the road authorities (i.e. the Traffic Management Centres)? And what are the possibilities for the drivers to influence the rerouting?

### **Changing role of TMC?**

Public and private actors in the Traffic Management and Traffic Information domain should trust each other and it should be clear that all parties should benefit from cooperation. If not, there is no business case for this public/private cooperation in TM2.0. Furthermore, it can be noted that TM2.0 is not only for real-time rerouting, but also can be applied in relation to Mobility as a Service (MaaS). It can be concluded that the role of TMCs will remain, since traffic management will be needed to keep the traffic system working. However, the tools for traffic management, and the interaction with other parties will change.

The workshop report and the presentations can be downloaded from the following links:

**Workshop report:** [https://www.its-platform.eu/filedepot\\_download/2526/6583](https://www.its-platform.eu/filedepot_download/2526/6583) (1.3 MB)

**Presentations (.zip):** [https://www.its-platform.eu/filedepot\\_download/2526/6584](https://www.its-platform.eu/filedepot_download/2526/6584) (45 MB)

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## 4. Conclusion – Outlook

After the very successful EU EIP Forum with more than 300 delegates that took place in November 2018, the stakeholder liaison events in 2019 continued building on the outcomes of the Forum and promoting the discussion with the stakeholders further. For example, the Special Interest Session of the 13<sup>th</sup> ITS European Congress used the Forum outcomes as a starting point to move the discussion further.

In other cases, the need for the workshops that took place this year arose from the results and needs of various activities within EU EIP and the ITS Corridors. Some events were facilitated by the Cross Corridor Cooperation task of activity 2. A prominent such example is the Cross Corridor Cooperation Workshop on “*Future Challenges of Traffic Management Centres*”, which was commonly organised by the NEXT-ITS corridor and EU EIP A2 (WG East West Corridor and EG Traffic Management). Goals of the event were to promote the discussion on various aspects of the organisation and operation of Traffic Management Centres, such as Automation and Cross-Border and Public-Private Cooperation, as well as to help identify the possible need for a further Deployment Guideline on Traffic Management Centres. The Workshop programme aroused great interest Europe-wide, as can be seen by the significant attendance in terms of number of participants, as well as geographically (44 experts from 15 countries).

In addition, prime places to meet and liaise with stakeholders are the major European and International Congresses in the ITS field. Apart from the previously mentioned Special Interest Session of the 13<sup>th</sup> ITS European Congress, A2 also participated this year in the 26<sup>th</sup> PIARC World Congress presenting their work in an oral presentation and a poster session, which worked as stimuli for discussion with the delegates.

Finally, the contact with the Core Network Corridors was boosted this year. Some contacts have already been established. This contact and support of the Core Network Corridors will strengthen and continue in 2020.

Just like this year, in 2020 EU EIP will be present in the major events of the field stimulating and contributing to the strategic dialogue with the stakeholders, also building on the connections made and achievements accomplished this year. The Cross Corridor Cooperation is also strengthening with many events already planned for 2020, such as the Corridor Evaluation Workshop/Seminar that will take place on February 2020 in Paris and in which representatives from all corridors will participate. At the end of the year the “*Report on Stakeholder Liaison and Cross Corridor Cooperation 2020*” will be released and present the accomplishments of 2020 in this respect.