



CROCODILE

Overview

Within CROCODILE public authorities, road administrations and traffic information service providers of 13 European Member States work on setting up and operating a data exchange infrastructure based on DATEX II until the end of 2015 and beyond. That infrastructure will be used to exchange data and information between all involved stakeholders with the goal to provide harmonised cross-border traveller information along the whole corridor with focus on safety-related and truck parking information services.

Objectives

Frequently unexpected extreme winter weather conditions paralyse traffic as it was the case in March 2013 in Hungary and Slovakia or in December 2012 in Hungary, Austria, Slovenia and Croatia. Such breakdowns were accompanied by either slow-going or non-existent information flow to neighbouring countries. Motorists were stopped at borders because of the severe winter conditions, but did not receive information about alternative routes or expected delays. This of course resulted in huge traffic jams and displeased travellers. The necessary communication between public authorities and transport operators from all countries involved was often carried out via telephone and, due to the lack of a common protocol, revealed serious organisational barriers. Consequently the major issue is proper information across national borders, safety-critical information on the one hand and information on truck parking places on the other.

There is a need for a common transnational instrument to display real-time events and information to drivers, commuters, HGV drivers and tourists equally. Especially in Central and East Europe where several smaller countries (most of them having different languages) with lots of cross-border traffic adjoin, cooperation and information exchange is obligatory. This starts with overcoming organisational barriers, continues with data and information exchange based on common standards and protocols and ultimately leads to high-quality end user information services.

Project description

CROCODILE involves the Central and Eastern European (CEE) countries and focuses on data exchange and service provision along three main road corridors (Baltic – Adriatic, Rhine – Danube and Orient-East-Med). The project will directly contribute to implementing the Delegated Regulations 886/2013 and 885/2013.

Based on the EasyWay Deployment Guidelines (especially on DTX-DG01 - DATEX II) CROCODILE mainly focuses on the implementation of DATEX II notes for data availability and exchange. For proper data availability additional data collection infrastructure, relevant for road-safety and truck-parking information services, will be deployed on specific road sections along the CROCODILE. To ensure data access the CROCODILE partners will set up access points in accordance to mentioned delegated regulations. Finally the

data exchanged will be integrated in end-user services by the project partners as well as interested ITS Associations.

Member States involved:

The participating Member States include Austria, Cyprus, Czech Republic, Germany, Greece, Hungary, Italy, Poland, Romania and Slovenia, as well as Bulgaria, Croatia and Slovakia in the status of associated Member States.

Implementation schedule

Start date: 01/01/2013

End date: 31/12/2015

Budget

National budget: € 20,330,800

Action promoter: € 4,805,344

Total project cost covered by this Decision: € 31,420,180

EU contribution: € 6,284,036

Percentage of EU support: 20%

Results expected

The results agreed upon within CROCODILE include infrastructural measures like increasing the coverage of motorways with data collection and processing equipment and building new or improving traffic management centres. Parking places will be equipped with dynamic information on truck parking services and fixed monitoring stations will be built or upgrade along the CROCODILE corridor network. Organisational aspects include data exchange agreements, national DATEX II nodes and cross-border traffic management plans. Ultimately at least one web service will be delivered, which will include relevant traffic information from neighbouring countries.

A workshop on the establishment of national bodies, national access points and the availability of traffic data in general has already been held. There was a common sense visible that a national body has to be part of the public administration in order to ensure impartiality and shall be attached to an already existing organisation. The role of national access points will mostly be taken by national road¹





operators. Furthermore the discussion revealed the necessity of bilateral agreements between Member States on traffic data which should be exchanged, corresponding to the specifications of the ITS Directive.

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Geographical Location



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