

MERIDIAN Newsletter IV, November 2023

Welcome to the third Meridian Newsletter. In this newsletter you will find:

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If you would like to receive the Meridian Newsletter in the future, please mail to:
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Throwback to the Steering Committee in Dublin

Björn Siebert welcomed the participants to the SC meeting. He introduced the agenda and mentioned Phase II which would be explained in detail in upcoming slides. He also introduced new attendees and the presenters from Ireland. He shared the exciting news that we were celebrating the first-year anniversary of the MERIDIAN project.

Achim Reußwig took a moment to express gratitude to everyone for their dedication in MERIDIAN. He underlined that he was involved with the project from the beginning. He mentioned that MERIDIAN had 23 points out of 25 points for project evaluation, signifying how successful the project was going to be. He went on to highlight that MERIDIAN secured the highest reward among all projects co-funded by CEF so far. In this context, he extended his sincere thanks to Stephanie Kleine.

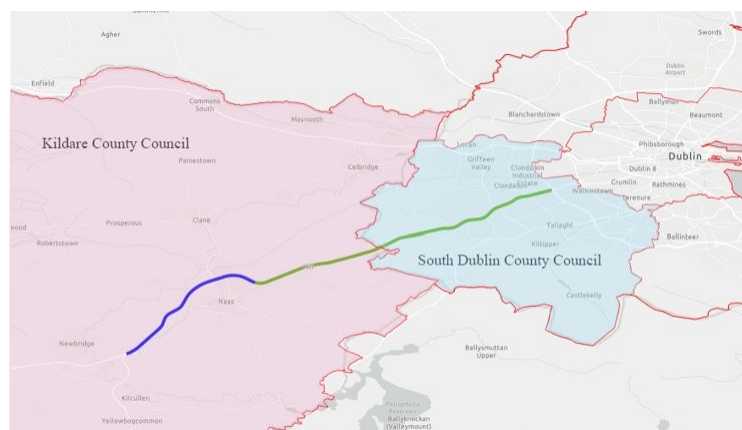


David Laoide-Kemp introduced himself as the head of C-ITS in Transport Infrastructure Ireland. Transport Infrastructure Ireland operates, maintains and improves the national primary and secondary road network in Ireland. They have been involved in European projects, C-Roads platform. He welcomed the participants to Dublin and briefly went over the plans for today and tomorrow.

T4.06 Deployment of ITS scheme on M7/N7, T4.07 Deployment of C-ITS equipment at approaches to Cork's Jack Lynch Tunnel (N40/M8/N25/N8) - Ireland

Gorkem Yetik, Senior Consultant at ARUP,

Email: gorkem.yetik@arup.com held the presentation on MERIDIAN Task 4.06, Deployment of ITS scheme on M7/N7. The road section is crucial and connects Dublin to Ireland midland. It has high traffic volume and high incident rates. There is a necessity for Digital Corridor Management.



Munya Mutyora, Senior Consultant in ARUP, Email: munya.mutyora@arup.com has presented the task 4.07 Deployment of C-ITS equipment at approaches to Cork's Jack Lynch Tunnel (N40/M8/N25/N8). The objectives are similar to Task 4.06, improving mobility to reduce congestion, improving road safety, incident management and traffic management, reducing emissions, providing information to public and key transport role players for better decision-making and transport

management, evaluating the effectiveness of C-ITS technologies with a view for possible further deployment.

T4.04 ArBIS Roll-Out to regional partners on the Alpine Corridor, T4.05 Data extension and exchange in the Alpine Corridor, T5.03 Integration of data on Freight Traffic Centres, Shared Mobility and Electro-Mobility into the Traffic Information Chain – Bayern, Germany

Tibor Molnar gave updates on the tasks 4.04, 4.05 and 5.03.

Task 4.04 is ArBIS Roll-Out to regional partners on the Alpine Corridor. ArBIS is the Bavarian Road works management system with NAP interface. They cooperate with a local initiative in the Alpine corridor (Oberland) to increase the coverage. Interfaces to the existing system RIWA are implemented. Pilot operation ArBIS are used by two district authorities.

Task 4.05 is Data extension and exchange in the Alpine Corridor. The system is prepared for integration such as interfaces and map extension. Data exchange agreements are partly ready. First integrations are done. Data extension within Bavaria is in progress. TM also shared that the Czech and the Bavarian Ministers for Transport agreed on a mutual exchange of traffic data at a meeting in Prague, on April 21, 2023. The data shall be used to extend the traffic information platforms Doprvniinfo in the Czech Republic and Bayerninfo in Bavaria.

Task 5.03 is Integration of data on Freight Traffic Centres, Shared Mobility and Electro-Mobility into the Traffic Information Chain. The system is prepared for integration such as interfaces, map extension and design. Integration of e-mobility and freight traffic centres is done. Integration of sharing data in cooperation with the Bavarian public data hub MO-BY is in progress.

Presentation: IAA Mobility



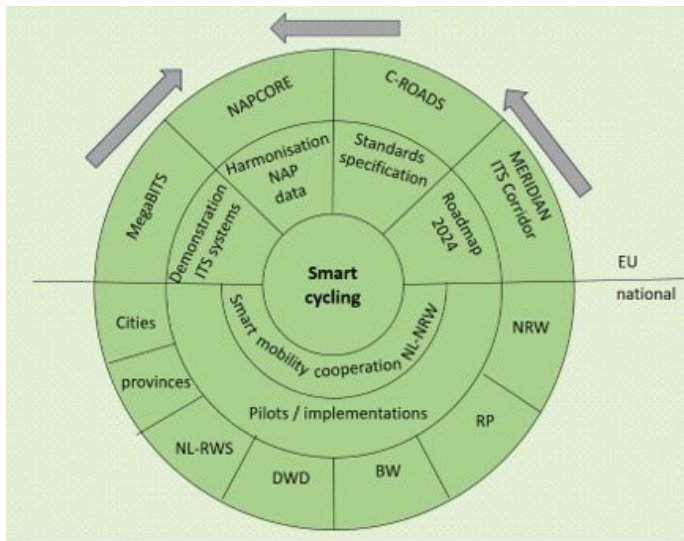
Tobias Reiff shared his insights on IAA Mobility Munich 2023 with the group. He highlighted that it's now possible to operate motor vehicles with autonomous driving capabilities on public roads in Europe, but this is limited to specific operational zones and requires supervision by a "technical supervisor."

For Germany, the process involves two key steps: obtaining an operating permit for the vehicles from the Federal Motor Transport Authority (Kraftfahrtbundesamt) and securing approval for the designated operational area from the relevant state-level authority.

Smart Cycling

Tobias Reiff introduced the Sub-sub-Task 1.04.02. The concept of a "Smart Bicycle" envisions making biking a viable alternative to cars for transportation. To achieve this, it should be safe, fast, reliable, user-friendly, and provide an enjoyable riding experience. This approach aims to encourage a transition from car use to bicycles, promoting sustainable urban mobility and helping move toward a CO2-neutral economy. To improve cycling safety and efficiency, a comprehensive approach is required. This involves smart cycling solutions, which offer networked information and services for cyclists, utilizing data from infrastructure and real-time traffic. These solutions help cyclists find the safest and most attractive routes. TR shared the smart cycling process: 1. Inventory of Smart Cycling

systems and services, 2. A work plan to be followed by the working group, 3. Carry out the activities mentioned in the work plan, 4. A Roadmap for Smart Cycling.



Sustainable mobility with choice of means of transport must be made widespread, available and more attractive. The bike as a means of transport becomes a real alternative if it is safe, fast, reliable, user-friendly and also offers a good riding experience. With this approach cities and regions will be the drive force for the shift in transport from cars to bicycles, thereby contributing to sustainable (urban) mobility and the transition to a CO2-neutral economy.

In addition to the infrastructural measures, one must rely on intelligent, i.e. "smart cycling" solutions, in which, for example, networked information and tailored services are provided both before and during cycling. In addition, smart cycling solutions make an important contribution to greater road safety when cycling. Services for cyclists use data from the cycling infrastructure, the real time traffic data and real time information that restricts the use of cycle paths. This allows cyclists to quickly find the most attractive route.

Ministries, regional administrations and cities teamed up to elaborate on the "MERIDIAN Smart Cycling road map" and transfer MER C-ITS knowledge from the road to smart cycling infrastructure, to bridge current gaps, to identify missing elements, standards, specifications as contribution to C-Roads future topics.

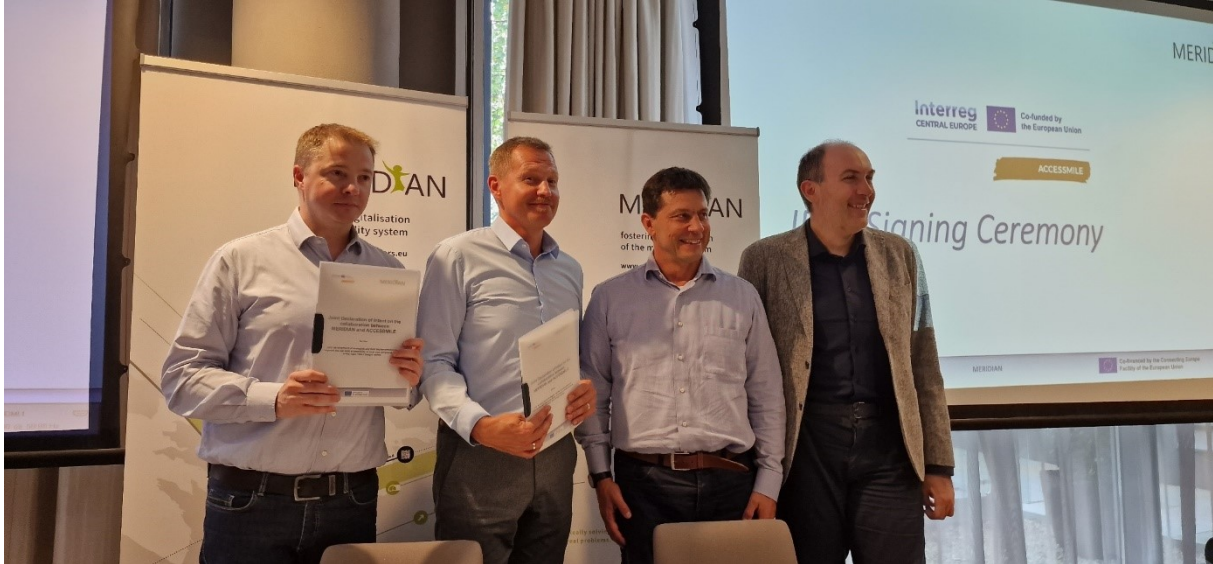
JDOI Signing Ceremony



The projects ACCESSSMILE and MERIDIAN have made the decision to formalise their collaboration through the signing of a Joint Declaration of Intent. This declaration signifies their commitment to working together to develop strategies and put them into action, all aimed at enhancing the

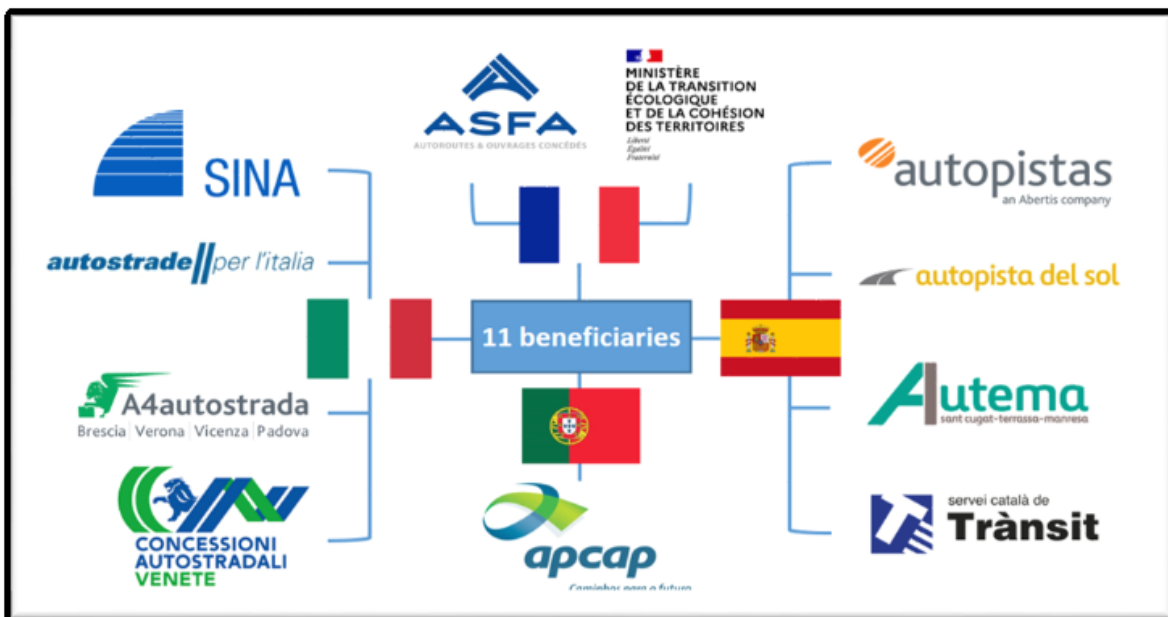
accessibility of rural and peripheral areas to the primary TEN-T (Trans-European Transport Network) freight nodes, particularly focusing on improving last-mile connectivity. The Joint Declaration of Intent was signed by Alberto Cozzi and Björn Siebert.

For more information: <https://www.interreg-central.eu/news/creating-synergies-on-it-applied-to-multimodal-transport-along-ten-t-networks/>



MATIS

Thomas Malagié thomas.malagie@autoroutes.fr provided an overview of the MATIS project, highlighting its evolution from the CEF1 to CEF2 calls. MATIS applied for the CEF Call at the same time as MERIDIAN but it started one year later. MATIS involves 11 beneficiaries and 28 affiliated entities, operating with a budget of 124M Euros and with a 50% CEF funding rate. The project started in 2023 and will end in 2026.



There are similarities between MERIDIAN's and MATIS' work packages. MATIS' WP1 contains Project Management, Evaluation, Communication & Dissemination and Cross Corridor Cooperation and WP2 contains 89 implementation projects and 5 sub-activities of ITS deployments: Traffic management services, user services and information, road safety, operations and securing service delivery and

connected and automated mobility (C-ITS). The differences with MERIDIAN, MATIS has less long distance and long haul equipment in infrastructure and more traffic information system than freight.

MATIS implementation Kick-Off Meeting will be at the end of 2023.

During the session TM discussed the upcoming activities of the CCC and explored potential collaboration between the two projects. Once the MATIS GA is signed and more information on specific tasks becomes available, this will be shared with partners. There is an opportunity for joint meetings and workshops between the two projects.

Task 1.04 Knowledge Building

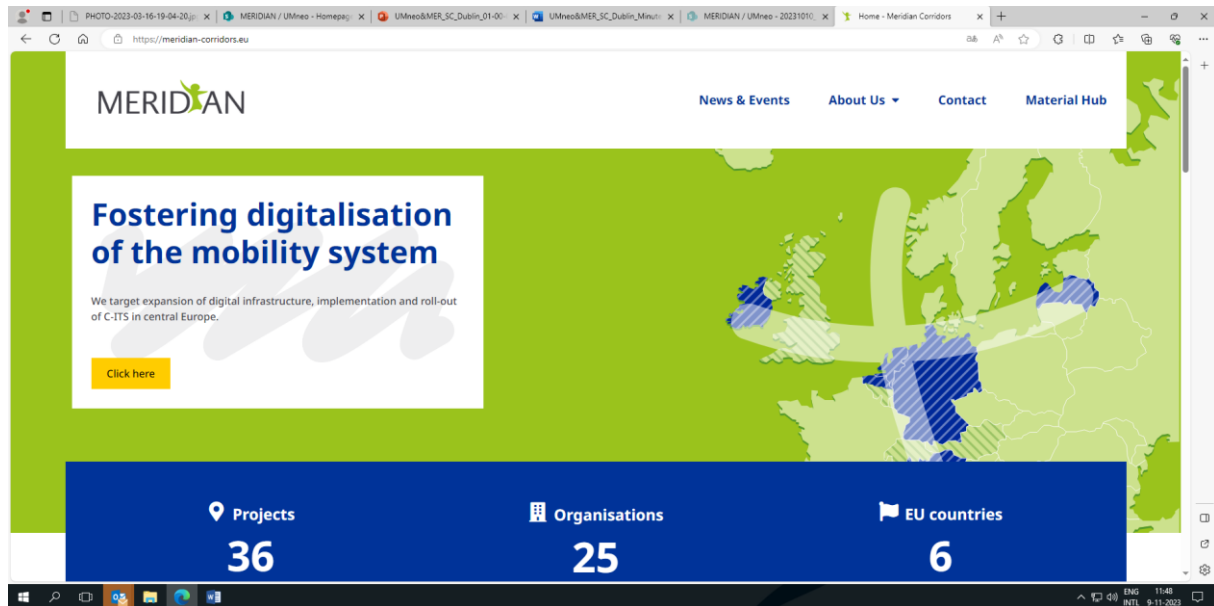
Jean Walravens introduced the Knowledge Building workshop, providing a comprehensive overview of ongoing activities within the Work Plan Digital Corridor Management. This plan was initiated in 2022 with a completion by the end of 2023. Throughout 2023, three workshops were conducted under the theme "Definition of Digital Corridor Management." In the first two workshops, partners involved in Digital Corridor Management (DCM) shared brief presentations outlining their respective implementation tasks and projects, with a particular emphasis on the three key areas relevant to the Digital Corridor Management deliverable. The outcomes of these workshops were documented and reviewed by the participants. Prior to the third workshop, a questionnaire was distributed to participants to gather a comprehensive understanding of the challenges, prerequisites, and potential enhancements associated with corridor mobility management.

Continuing with the presentation, Jean Walravens shifted focus to the second Work Plan: C-ITS. He showed the timeline for the Work Plan Digital Corridor management, the timeline started in the first quarter of 2023 and is planned to finish at the end of the year. A workshop is planned to share the lessons learned from PAPI and bridge the gap between knowledge and practical application within the ecosystem and among end users

Francesco Magagnoli continued the session with Multimodal Services. The objectives are to better understand the application and potential of ITS tools in multimodal services, drawing insights from the best practices of MERIDIAN partners both within WP5 and from previous projects.

The action plan involves three workshop sessions where MERIDIAN partners will present their actions and outputs. The timeline includes a kick-off meeting in Livorno in November/December 2023, a second workshop in the spring, and a third workshop in the autumn.

Task 1.02 Communication



Bas Kocken presented the Communication plan, which focuses on how to share project results. The plan involves three main communication channels: Advertising, the MERIDIAN Website, and Public Relations. He also highlighted the project's Milestones and Deliverables.

Under 1.02.01 Advertising, the plan includes: 1. Events: These events serve as platforms to showcase the MERIDIAN project. They include exhibitions, congresses, workshops, and more. The target events are ITS World Congresses, European ITS congresses, and other gatherings that attract a significant number of ITS stakeholders. These events may feature special sessions, demonstrations, exhibition zones, as well as on-site visits and workshops organized by MERIDIAN partners. 2. Roll-Ups: Roll-Up displays will be utilized to promote MERIDIAN during these events. 3. Stickers: Stickers were distributed during the SCM Amsterdam in June 2023 to create visibility for the project.

[Home - Meridian Corridors \(meridian-corridors.eu\)](https://meridian-corridors.eu)

LinkedIn Group: <https://www.linkedin.com/groups/12901179>

Task 1.05 Evaluation & Sub-WG 1.05.02 Harmonisation of Evaluation activities

Francesco Varone presented the MERIDIAN Work Plan Evaluation. The plan's scope is to outline evaluation activities and objectives, as well as establish a timeline. The Evaluation Plan foresees the establishment of an Evaluation Taskforce, project selection for evaluation, ex-ante assessment with benefit estimation, ex-post evaluation of significant individual implementations, transferability of results to the MERIDIAN Corridor, and the creation of the MERIDIAN Evaluation Report. An Evaluation Taskforce will be formed, comprising experts from various countries, with representation from each Member State, and including experts directly engaged in evaluating individual projects. The ultimate output of the project's Evaluation activities will be the comprehensive MERIDIAN Evaluation Report.

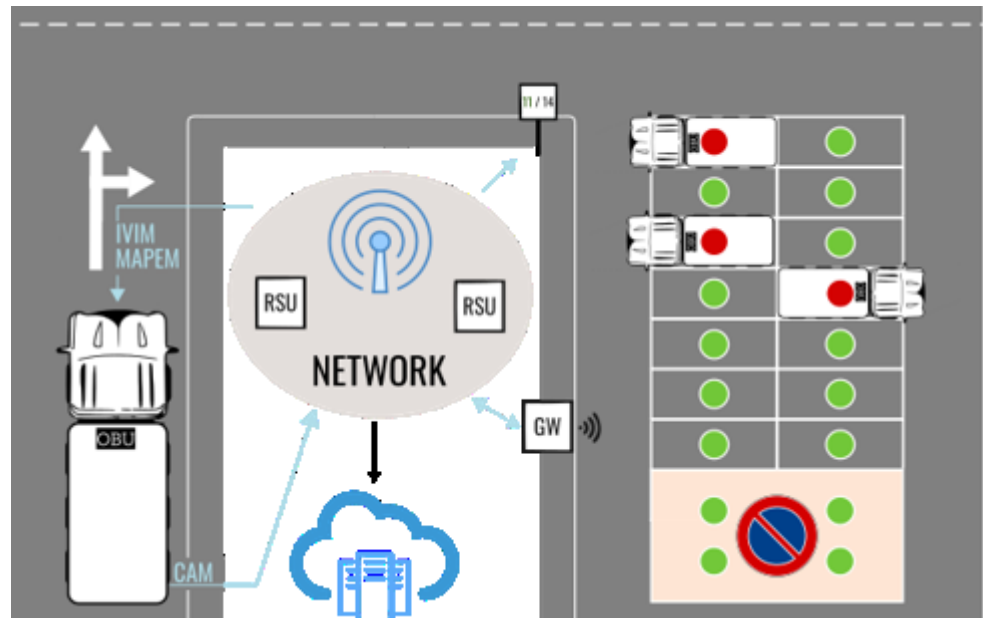
ITS for Sustainability and Ecological Transition of Port of Livorno

Ivano Torni presented on "C-ITS for Sustainability and Ecological Transition" within the Northern Tyrrhenian Sea Port Authority System. Their activities in MERIDIAN include: Developing Day 2 C-ITS services linking the port of Livorno to the hinterland, defining high-level specifications and requirements based on the Day 1 experience (UMneo), integrating IT platforms of different operators and users with a "federal" approach and identifying infrastructural requirements (ICT).

The primary and secondary end users from the Port Authority's perspective are enablers like the automotive industry, ICT providers, and standardization bodies. The main end users of C-ITS services are heavy vehicle drivers, logistics platforms, and road operators. Secondary users include road authorities, traffic road operators, and port authorities.

Use cases for C-ITS in the Port Authority context involve developing value-added services for Livorno Port and logistics operators, such as bottleneck removal, safety information, and smart truck parking.

Hardware infrastructures include a range of sensors and communication units located at the Fi-Pi-Li highway and Livorno port area, with roadside units (RSUs) on the Fi-Pi-Li motorway. Additionally, cameras and parking sensors will be placed in the Prato and Guasticce railroad terminals.



The system's conclusion involves creating optimized routes for HGV traffic between Livorno and Lucca. These routes are dynamically updated based on traffic conditions, ongoing works, and road changes, with advanced route optimization algorithms. This not only enhances user compliance but also reduces the environmental and social impact of wheeled freight traffic through incentive mechanisms and sustainable route suggestions.

On-Site Visit to the Motorway Operations Control Centre



During the second day of SCM, participants visited the Motorway Operations Control Centre, where Daniel Pentony, the Motorway Operations Manager, provided insights. The centre has expanded its facilities to enhance operational capabilities, overseeing motorways and tunnels around the clock. With 37 control room staff, they manage real-time feeds from a vast network of CCTV cameras, tunnels, and ITS systems, including the Dublin Tunnel and Jack Lynch Tunnel. Their responsibilities cover tunnel ventilation, fire safety, over-height detection, and traffic control via the SCADA system.

The Dublin Tunnel holds strategic importance, offering a high-quality route for HGVs between the M50 C-ring and Dublin Port, reducing traffic in the city centre and benefiting public transport, pedestrians, and cyclists. This not only enhances safety but also improves air quality, reduces fossil fuel consumption, and maintains toll collection options. The project is set to conclude in 2024.

After DP's presentation, participants had a tour of the control room and had the opportunity to interact with specialists and ask their questions.

MERIDIAN meets NAPCORE at the NAPCORE Mobility Data Days in Budapest (November 7th – 9th)

MERIDIAN and the other corridor projects (MATIS and X4ITS) were invited to the “NAPCORE & Corridor Projects” session during the NAPCORE MDD. One goal of the meeting was to provide insights into the X4ITS, MERIDIAN and MATIS corridor projects. Each project representative provided an overview and more detailed information about the status, goals and connection of the respective corridor project to NAPCORE. A panel discussion discussed NAPCORE's expectations for the implementation of the NAPCORE recommendations and the need for coordination/harmonization to implement the ITS policy between NAPCORE and the corridor projects. In addition, expectations of



the corridor projects regarding the results of NAPCORE and expectations regarding the continuation/future of NAPCORE were discussed. Björn & Henri presented the results of a survey among MERIDIAN partners, which expresses the need to better include road, port and hub operators in the NAPCORE structure. The results of the survey were handed over to the responsible coordinator. The panel discussion ended with the conclusion that a joint task force will be set up, which will begin its work in a joint workshop in the first quarter of 2024.



Next Steering Committee

To manage rising travel expenses, future Steering Committee (SC) meetings will now be held twice a year. The next SC meeting is scheduled to take place in Riga, Latvia from June 3rd to 5th, 2024. Another SC meeting is planned for Italy in October 2024. The specific dates for workshops and Working Group (WG) meetings will be communicated at a later time.

See you all in Riga!!