

WP1 - D1.01

Progress Report of ITS CCC (Cross Corridor Cooperation) Activities 2022

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Preface

The ITS deployments affecting CEF corridor performance and reliability are undertaken in addition to ITS corridors, C-ITS corridors, multimodal ITS implementations and ITS deployments in urban areas and national regions linked to the CEF corridors. These deployments involve several public and private stakeholders. The EU ITS corridor consortia and the C-Roads platform agreed in November 2021 to cooperate closely in all technical areas to support the European network of experts that need to work together towards European harmonization where needed. Herewith all European road authorities and road operators teamed up in an exemplary readiness to continue the work towards European harmonization of ITS systems and digital services based on the EU EIP Reference handbook. The Cross Corridor Cooperation (CCC) task is contributed to the cooperation of all actors in terms of exchange of knowledge, technologies, and best practices towards the harmonisation of ITS systems in Europe. The evaluation cooperation and cooperation in ITS deployments are targets of CCC, too.

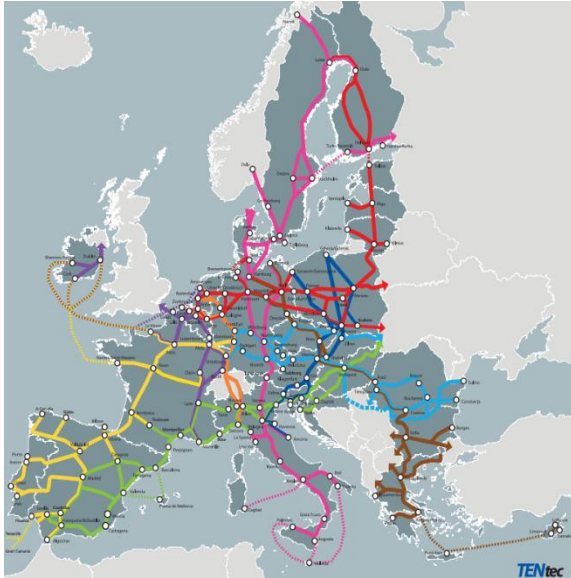
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1 Precondition

1.1 TEN-T Corridors

The EU's trans-European transport network policy, the TEN-T policy, is a key instrument for the development of coherent, efficient, multimodal, and high-quality transport infrastructure across the EU. It comprises railways, inland waterways, short sea shipping routes and roads linking urban nodes, maritime and inland ports, airports and terminals.



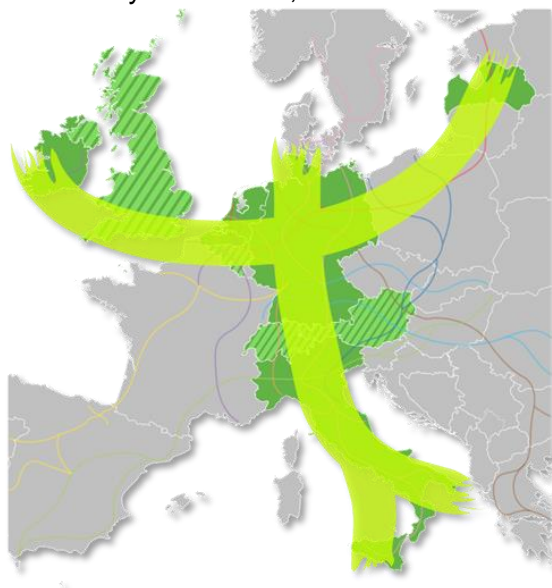
(Source: TENtec map)

It fosters the efficient transportation of people and goods, ensures access to jobs and services, and enables trade and economic growth. It strengthens the EU's economic, social and territorial cohesion and creates seamless transport systems across borders, without physical gaps, bottlenecks or missing links. It also aims to reduce the environmental impact of transport and to increase the safety and resilience of the network.

(Source: European Commission)

1.2 MERIDIAN

The overriding goal of MERIDIAN is to improve and modernise the mobility services along important European freight transport corridors in terms of reliability, environment, carbon footprint, efficiency, and safety. Therefore, MERIDIAN focuses on digitalisation of the Mobility System by working on digital and multimodal services, availability and accessibility of key data, digital corridor management and the digital twin of road infrastructure, benefiting all TEN-T road users.



MERIDIAN objective is to improve transport corridor performance by extending multimodal data collection, data provision and sharing as well as the implementation of ITS services that ensure interoperability and continuity of services, support harmonisation and considerably increase cost-efficiency in the operation of traffic management on integrated corridors. Further, the multimodal (policy priority) corridor performance will be improved by the measures and services, since they mitigate losses and negative impacts, and facilitate intermodal planning and modality choice.

MERIDIAN will thus make a significant contribution to the necessary digital infrastructure for safe, clean and efficient European corridor management. Through this, MERIDIAN implementations aim directly to facilitate mobility services in the TEN-T network by improving digital services for road, rail and sea transport.

(Source: MERIDIAN Grant Agreement)

2 Objectives

2.1 Intermediate targets 2022

With signature of the Grant Agreement in October 2022, the MERIDIAN action had officially started, while no other corridor application for the related C-ITS Call received approval. Furthermore, numerous other running CEF-funded actions were finalised by the end of 2022. This left little room for extensive Cross Corridor Cooperation, but nonetheless new targets for 2022 were defined as follows:

- To connect ITS experts via MERIDIAN who had no running action to participate in.
- To take over the data and results of the expiring projects, evaluate them and make them usable for MERIDIAN (e.g., for evaluation).
- To present MERIDIAN to other projects and to discuss possibilities for cooperation.
- To introduce MERIDIAN in the corridors and offer to work together.
- To present MERIDIAN at ITS congresses and conferences, increasing awareness and promoting cooperation in European-funded projects.
- To explore cooperation with non-corridor partners (e.g., UK).

2.2 Intermediate target 2023

Building on the accomplishments from 2022, the following targets were defined for 2023:

- To agree on strategies, benefits, and ways of cooperation with each project.
- To form a platform where results, news and updates of MERIDIAN tasks are shared.
- To get access to knowledge platforms of other projects.
- To implement a constant sharing of knowledge of other projects with all MERIDIAN partners.
- To seek out partners (private and/or public) outside the corridors that can support the work of MERIDIAN partners and to tie them to MERIDIAN with cooperation agreements.
- To proceed with the presentation of MERIDIAN at congresses and conferences.
- To set up workshops for (1) constant exchange in the ITS community, (2) evaluation cooperation and (3) ITS deployment cooperation.

2.3 Ultimate target 2025

The ultimate objectives of the CCC task as written in the Grant Agreement are

- to maintain a successful cooperation with ITS experts;
- to develop, share and disseminate knowledge and experience on topics of common interest that the corridor projects are working with;
- to share and deliver common and agreed monitoring and evaluation methods for ITS implementation projects;
- to improve a common understanding on the way forward regarding the digitalisation of the mobility system and the related tools and services;
- to discuss and agree on a well-working solution for cooperation of road authorities and operators with other stakeholders to ensure an integrated and harmonised approach for the digitalisation of the Mobility System across Europe.

3 Progress in 2022

With the approval of MERIDIAN in October 2022, there was only Q4 left to set up the CCC task.

Unfortunately, the establishment of the CCC task was delayed again due to the change in the position of Acting International Coordinator leading to some goals defined in 2.1 be postponed to 2023. Nonetheless, several activities took place in preparation and towards the end of the year, as listed below.

In-depth talks with the **NEXT-ITS3** project partners Denmark, Sweden, Finland and Norway were carried out successfully and a common basis for further cooperation was found.

The future exchange of knowledge between MERIDIAN and these partners, who now act as the VIKING Group after the end of the NEXT-ITS3 project, takes place in their monthly meetings, which are titled "Future of VIKING". In addition, the VIKING Group has access to MERIDIAN results and is invited to participate in workshops and events. The VIKING Group will present the NEXT-ITS3 final evaluation report and lessons learned to the MERIDIAN SC partners in an upcoming SC meeting as part of sub-task (3) evaluation-cooperation.

Initial approaches to future cooperation have also been agreed with the **NAPCORE** project.

It was agreed that a member of MERIDIAN would take part in meetings and workshops (especially in relation to the Delegated Regulation (EU)2022/670) and report to the MERIDIAN partners during our Steering Committee meetings. In addition, MERIDIAN passes on the data from workshops to NAPCORE to encourage NAPCORE partners to take part in MER workshops and thus sharpen cooperation.

A LOI was signed with the **X4ITS** project. Unfortunately, the project is encountering a cut in funding budgets, so tasks and content need to be restructured before talks of mutual collaboration can begin.

Further LOIs were signed with: National Highways (UK), ASFINAG (A) and Austriatech (A) already during the application phase of MERIDIAN to show cooperation even beyond the scope of funding.