Disseminating operational excellence: The European ITS Platform

4th ITS Hellas Conference, December 18th 2018
EU EIP is a follow up to Easyway and EIP/EIP+

Aim: Increase efficiency of road network by ITS

Fosters interoperability and uniform technical standards
ITS Deployment Corridors

<table>
<thead>
<tr>
<th>Corridors &amp; Participating Member States</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Arc Atlantique: 6</strong></td>
</tr>
<tr>
<td>IR, UK, FR, BE, NL, ES</td>
</tr>
<tr>
<td><strong>Crocodile: 13</strong></td>
</tr>
<tr>
<td>AT, CY, CZ, DE, GR, HU, IT, PL, RO, SI (+BG, HR, SK associated partners)</td>
</tr>
<tr>
<td><strong>MedTIS: 4</strong></td>
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<tr>
<td>FR, IT, ES, PT</td>
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<tr>
<td><strong>Ursa Major: 4 EU + 1 non-EU</strong></td>
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<tr>
<td>DE, IT, NL (+AT&amp;CH transit countries)</td>
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<tr>
<td><strong>Next-ITS: 4 EU + 1 non-EU</strong></td>
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<tr>
<td>DE, DK, SE, FI (+NO)</td>
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<tr>
<td><strong>East West Corridor: 11</strong></td>
</tr>
<tr>
<td>NL, DE, IR, PL, BE, UK, SE, FI, LV, LT, EE</td>
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</tbody>
</table>
EU EIP Activities

- Activity 1: Governance & Management
- Activity 2: Monitoring and Dissemination
- Activity 3: Feasibility study East-West Corridor & first pilot implementation
- Activity 4: Harmonisation
- Activity 5: Evaluation of ITS Deployments
Activity 2 Tracks

- Entering and maintaining a strategic dialogue with key stakeholders about further directions of traffic management and information services.

- Providing guidance and support for (mostly corridor-based) deployment of core European ITS services.

- Disseminating operational excellence, enabled by collection of best practices.
Guidance – Deployment Guidelines

Expert Group
Freight & Logistics
- Intelligent and secure truck parking
- Access to abnormal goods transport regulations

Expert Group
Traffic Management
- Dynam. lane management
- Variable speed limits
- Ramp metering
- Hard shoulder running
- Incident warning and management
- HGV overtaking ban
- Traffic Management Plans for Corridors and Networks

Expert Group
Traveller Information Services
- Reference document
- Forecast and real time event information
- Traffic condition and travel time information service
- Speed limit information
- Weather information service
- Co-modal traveller information services
Guidance – Deployment Guidelines

Existing Deployment Guidelines 2012 (Easy Way)

Compliance Check with Delegated Regulations
(Part A)

Updated/NEW Best Practices
(Part B)

Content Review, New Technologies, Additions
(Part A)

Reference Handbook
Delegated Regulations

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>No 885/2013</td>
<td>Truck Parking</td>
</tr>
<tr>
<td>No 886/2013</td>
<td>Safety related traffic information</td>
</tr>
<tr>
<td>No 2015/962</td>
<td>Real time traffic information</td>
</tr>
<tr>
<td>No 2017/1926</td>
<td>Multimodal travel information</td>
</tr>
</tbody>
</table>

(+ Delegated Act on C-ITS expected soon)
Updated & NEW Best Practices

• Ongoing exercise of BP collection all over Europe facilitated by the three expert groups on TM, F&L and TIS
• Template developed to standardize information
• Using BPs for Part B of Reference Handbook
• BP Report released yearly
Best Practice example – Concept of “Intelligent Controlled Compact Parking”

• Trucks park in a compact way, side by side and without a driving lane between them.
• Compact Parking offers a wide range of departure times on variable message signs (VMS).
• Drivers must use the parking row where their intended departure time is offered.
“Intelligent Controlled Compact Parking“
Control algorithm

Current time 13:29
“Intelligent Controlled Compact Parking“ Control algorithm

Current time 13:30
“Intelligent Controlled Compact Parking“ Control algorithm

Current time 13:30
“Intelligent Controlled Compact Parking” Control algorithm
“Intelligent Controlled Compact Parking”
Control algorithm

Current time
13:35
“Intelligent Controlled Compact Parking“
Pilot implementation: Rest Area Jura West A3

**Situation in 2013:** 66 truck/bus parking lots

**Compact Parking:** 105 truck parking lots

35 parking rows for at least 3 trucks per row
(Reorganization without a driving lane between trucks)
“Intelligent Controlled Compact Parking“
Evaluation conclusions (4-week evaluation)

- Occupancy exceeded previous availability on working days.
- Potential blockages greatly reduced thanks to the algorithm providing increasing departure times in the driving direction.
- Parking durations between 2 and 9 hours not needed.
- Demand for parking until the next morning starts from noon.
- New display concept: Display parking durations and add symbols to make the displays more understandable.
Thank you for your attention!

For questions please feel free to contact:

Orestis Giamarelos
Federal Highway Research Institute
M.Sc.
Traffic Management and Road Maintenance

Brüderstraße 53
D-51427 Bergisch Gladbach
Telefon + 49 (0)2204 43 4513
Telefax + 49 (0)2204 43 4550
giamarelos@bast.de