

Moving to an Intelligent Hinterland Transport Infrastructure

On 7th March 2017 HOLM the House of Logistics and Mobility hosted the workshop “Moving to an Intelligent Hinterland Transport Infrastructure” in the framework of a joint action between the ERTICO Initiative TM 2.0 and the European project CO-GISTICS. 40 participants attended the workshop that was aimed to provide an insight of how the next generation of road traffic management can be linked to the hinterland transport. The workshop presented selected case studies of C-ITS deployment in logistics hubs such as ports and airports as well as cities.

In addition to that, the European Commission represented by Mr. Pedro Barradas explained the current EC policy initiatives for an intelligent transport infrastructure. Mr. Barradas, stressed the importance of Cooperative aspects of ITS. “A European strategy on cooperative ITS, a first milestone towards cooperative, connected and automated mobility” is already in place. Several initiatives under the CEF programme have been co-funded by the EC for both ITS and C-ITS. In addition, the establishment of the C-ITS platform led by DG Move where CO-GISTICS is present as C-ITS project, is intended to define and support the actors involved in developing and implementing C-ITS services, to achieve a common vision. For instance, a list of Day 1 services has been already published and agreed for deployment across the EU.

Mr. Barradas concluded his intervention providing several recommendations in relation to the TEN-T corridors. The first recommendation is that coordination is needed for sharing experiences, lessons learnt and best practices between Member States and their stakeholders with different level of advancement in the pre-deployment of C-ITS and for this there should be a feedback loop of recommendations of the C-ITS platform to be implemented. He also stressed the need to support the deployment of national access points in the core network corridor stakeholders for road and multimodal travel data and to link multimodal information services/journey planners along core network corridors to enable a data-sharing backbone. He has also recommended that CO-GISTICS pilot can bring several recommendations at the EU level and also lesson learnt on how to implement C-ITS Day 1 services with logistics services.

The floor then passed to Dr. Johanna Tzanidaki from Tom Tom, chair of the TM 2.0 platform who introduced the next generation of the traffic management as envisioned by the platform. Dr. Tzanidaki explained that despite the several efforts for reducing traffic congestion by creating for instance real time traffic information and providing optimal and time dependent quickest route calculation, we are still stuck in heavy traffic jam, spending unnecessary time on the congested roads. The cause is mainly the lack of alignment in the priorities of road operators and service providers. However, there is hope said the chair of the platform, and it comes from a different approach of cooperation where both operators and providers are synchronizing their business activities towards the same goal. And that is the goal of TM 2.0, by creating an interface, which will facilitate the exchange of data between vehicles and TM procedures supporting the entire value chain for consistent TM/C and TInf services. In concrete, thanks to the TM 2.0 platform Traffic Centres can use the communication channels of service providers and influence routing. The future is promising then if only cooperation is ensured. Dr. Tzanidaki concluded stating that on the third

phase of the TM 2.0 platform's work the intention is to create links to hinterland transport infrastructure and to other modes of transport.

Ms. Konstantinopoulou, head of Freight & Logistics transport department at ERTICO, presented on the CO-GISTICS pilot project which aims to deploy combination of C-ITS Day 1 services with logistics services in 7 logistics hubs across Europe. This project aim to be further exploited in the CEF project InterCor (a project of the C-ROADS platform) by building on common hybrid communication architecture and taking into account commonly agreed specifications from existing C-ITS corridors first results. CO-GISTICS projects aims to feed in directly to TM 2.0 by creating the necessary interfaces create between hinterland transport infrastructure and to other modes of transport such as ports.

Selected case studies of C-ITS deployment in logistics hubs such as ports and airports as well as cities were presented from Autovie Venete, Port of Hamburg and also Fraport airport.

Professor Ukovich, representing the Autovie Venete, explained to the attendees the case study of Trieste, where five C-ITS logistic services are implemented in the hinterland area close to the city port. The Trieste Pilot site, said the Professor, is of particular interest thanks to its cross boarder nature. Trieste is one of the logistics hubs of CO-GISTICS with the goal to identify best deployment of the services envisaged and applications which will be used as a basis for industry consultation and to identify necessary enabling technologies. At a high level, the objective is to guide, coordinate and monitor the progress of the development and implementation and standardisation of ITS solutions for freight transport and logistics in the Trieste Pilot site as well as in the European transportation system to ensure a timely, effective and harmonised deployment of those services. Professor Ukovich enthusiastically pointed it out that the Trieste services in CO-GISTICS are going to be improved by the following EU co-funded project coordinated by ERTICO, AEOLIX, with the focus on the optimisation of the customs procedures, the pre-clearing operations and monitoring of trucks movement already pre-cleared in the terminal before arriving in the port for a better flexibility of intermodal transport.

An additional case study was presented by another port by Mr. Hermann D. Grunfeld from the Hamburg Port Authority where it has been innovated the smartPort initiative for doubling the capacity without doubling the area. The Port is extremely interconnected with the city itself, representing the economic heart. More in details, Mr Gurnfeld explained the 3 core points of the innovation, which aimed at an efficient management and use of the existing infrastructure, the development of a new intelligent infrastructure in the Port area and the optimised flows of information for efficient handling of flows of goods. SmartPort aims to digitalise the logistics operations to increase the efficiency and effectiveness of its infrastructure. In conclusion the Port of Hamburg vision will be to achieve a digital linking of traffic and cargo information along the entire value chain, hence using C-ITS for integrating traffic with infrastructure.

The workshop concluded with the knowledge sharing of the Frankfurt pilot also present in CO-GISTICS where Ms. Verena Dollberg from FRAPORT elucidated the participants on the pilot goals focussed on the monitoring of truck traffic Cargo City North and South through the app "Low Carbon Mobility Management" (LCMM). Companies such as DB-Schenker, T-systems and HOLM are actively involved in the pilot.

The workshop participants were interested in exploring the following items for further exploitation of the CO-GISTICS results in TM 2.0 Platform TF on links to hinterland.

- Analyse the requirements, data interfaces, standards for next generation Traffic Management systems and link to hinterland (especially Ports).
- Identify urban and peri-urban use cases which will be relevant
- Analyse the value proposition and business models and governance patterns (involvement of new stakeholders including service providers in the supply chain)
- Propose roadmap or strategy plan for an integrated port-road traffic management systems

Should you are interested in exploring the benefits of the ERTICO innovation platform TM 2.0- Next generation traffic management systems and links to hinterland please contact:

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