Allegato 2: Estratto del Description of Action di Ursa Major Neo

Activity 4: Remove Bottlenecks

Goal of Activity 4:

Increase the level of ITS traffic management services support for freight traffic by filling traffic management gaps in the network according to:

- the priority area of the EU-ITS action plan No.2: Continuity of traffic and freight management ITS services on European transport corridors and in conurbations
    - Action 2.1: Ensure the continuity of ITS services for passenger and freight in transport corridors
- the European Commission Delegated Regulations
    - RTTI (EU) 962/2015 (provision of EU-wide real-time traffic information services)
    - SRTI (EU) 886/2013 (provision of road safety related minimum traffic information)
- the ITS Traffic Management Deployment Guidelines

The scope of the activity directly addresses Article 5 of Regulation (EU) No 1315/2013: Union guidelines for development of trans-European transport network, in particular b) d) and e).

Description of Activity 4:

Freight traffic benefits greatly from active dynamic traffic management based on real-time data. Due to their size and weight HGVs are limited in their reaction time and movement. Real-time traffic information can help them avoid incidents. This guarantees safe driving and prevents or mitigates congestions and time loss.

For freight traffic, active traffic management is of paramount importance because the possibilities of trucks to regain lost time are limited in comparison to passenger cars. Hence – beyond ITP and traveller information - the third pillar of the URSA MAJOR 2 project is to increase the level of ITS service for freight traffic by filling traffic management gaps, in particular on sections of the URSA MAJOR network which are of high relevance for freight and HGV traffic.

Such stretches or sections with particular truck relevance are identified by high portion of trucks and mostly are classified as Operating Environment C1, S1, S2, N2 (according to ITS Deployment Guideline ICT-DG01). Within Activity 4 the URSA MAJOR neo project addresses traffic management services improving safety (e.g. Variable speed limits, HGV overtaking ban) as well as increasing efficiency, e.g. Ramp metering, Dynamic lane management, Hard shoulder running or TMPs with freight traffic relevance.

TEN-T-Network reference of Activity 4

Most subactivities are located on the TEN-T Core Network Corridors or the TEN-T Road core network. Some activities address the urban / inter-urban interface between the TEN-T Road core network and intermodal freight hubs (ports)
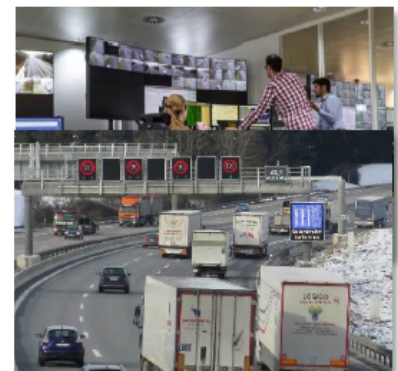
4-17 IT (Porto Livorno) C-ITS at the port of Livorno

The Livorno Port Authority is following a long-term development strategy centered on ICT/ITS. A first milestone in this long-term plan has been met in November 2016 when the Port Authority (jointly with the Tuscan regional board) has hosted the ETSI ITS Plugtests™ 2016 attended by more than 80 engineers coming from 25 EU, North American and Asian vendors.

Following up the recent Plugtests experience the Port Authority seeks to exploit all services that can provide added-value in the logistics sector to enhance safety and efficiency in the port businesses. As enablers of the objectives listed above, this subactivity will implement:

- Bottleneck removal service: Real-time information and early notification about potential congestion;
- Safety information services: Real-time information about hazards detected along the route;
- Smart Truck Parking: Drivers will be suggested to make use of the freight village smart parking premises for a time lapse optimized on the basis of the real-time traffic along the route and the operational status (i.e. destination terminal handling capabilities) at the port of Livorno.

Information will flow to drivers both actively (by means of ETSI C-ITS protocols running on modern electronic equipment) and passively (by means of text messages on the VMS);

Improved trip and port access planning for freight from / to the port area; improved traffic safety due to improved hazard warning

O6: 70 km coverage of C-ITS services by dedicated equipment (20 OBUs, 5 road networks including RSUs, sensors, and VMS)