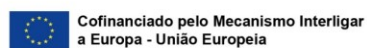




European Commission

Innovation and Networks Executive Agency (INEA)



Grant Agreement number: INEA/CEF/TRAN/M 2018/1796634

Action: Cooperative Streets (C-Streets)

Action number: 2018-PT-TM-0099-S

Project Leader: IMT – Instituto de Mobilidade e dos Transportes, I.P.

Starting Date: 01/01/2019

Completions Date: 31/12/2023

Total Estimated Eligible Costs: 31.410.086,00 €

Maximum Financing: 15.705.043,00 €

Implementing Bodies: Câmara Municipal da Trofa

Starting Date: 01/01/2019

Completion Date: 31/12/2023

Total Estimated Eligible Costs: 835 877,00 €

Maximum Financing: 417 938,50 €

Implementing Bodies

- Área Metropolitana do Porto
- Associação Porto Digital
- Associação TRANSPORLIS - Associação para a Exploração e Gestão dos Serviços de Informação da Viagens Multimodais da Área Metropolitana de Lisboa
- ARMIS – Sistemas de informação, Lda

- BGI - Brisa Gestão de Infraestruturas
- Brisa Concessão Rodoviária, SA (BCR)
- Câmara Municipal de Cascais
- Câmara Municipal de Gondomar
- Câmara Municipal de Lisboa
- Câmara Municipal de Loulé
- Câmara Municipal de Lousada
- Câmara Municipal de Matosinhos
- Câmara Municipal de Santo Tirso
- Câmara Municipal de Trofa
- Câmara Municipal de Valongo
- Câmara Municipal de Vila Nova de Gaia
- Câmara Municipal de Viseu
- Câmara Municipal do Porto
- CEiiA - Centro de Engenharia e Desenvolvimento
- Companhia Carris de Ferro de Lisboa, E.M., S.A.
- EMEL – Empresa Pública Municipal de Estacionamento de Lisboa, E.E.M.
- GMVIS Skysoft, S.A.
- Infraestruturas de Portugal, I.P.
- Instituto da Mobilidade e dos Transportes, I.P. (IMT, I.P.)
- ISEL - Instituto Superior de Engenharia de Lisboa
- Loulé Concelho Global, E.M.
- MIH
- Quadrilátero - Associação de Municípios de Fins Específicos Quadrilátero Urbano
- Siemens Mobility, Unipessoal Lda
- TISPT - Consultores em Transportes, Inovação e Sistemas S.A.
- Via Verde Serviços (VVS)

Activities, objectives and results:

Cooperative Streets is aimed to pilot and pre-deploy C-ITS services in several urban areas along and feeding TEN-T transport network that will complement the scope of previous C-ITS projects (namely C-Roads), conducting rigorous, transparent, and replicable testing while addressing long term viability, cost-efficiency, governance models, business cases and overall impacts and benefits before moving towards large scale deployment to most urban areas, municipalities and cities in general, addressing multimodality and the urban expansion of C-Roads Portugal (CEF Action 2016-PT-TM-0259-S).

Cooperative Streets is aiming at fulfilling the following policy goals in road safety: reducing accidents and incidents; cohesion: bringing to the arena major urban areas along the core network; decarbonisation: promoting public transport use added value for citizens: mobility as a service solution.

Cooperative Streets generic goal of building the digital transport data layer in Portugal establishes the Action's key principles: multimodality, interoperability, data sharing, data re-usage; static data as baseline and progress towards dynamic data; digitalisation of transport network (both physical and digital layer); preparing roads and streets for Day 2 C-ITS services.

The evolution of connected mobility towards urban and metropolitan areas will be accompanied by the necessary involvement of the National Access Point (NAP) and its governance structure. The NAP is a key feature for the entire process, and requires development into a central and transversal system that guarantees a data-sharing interoperable, seamless, functional, reliable and permanent communication tool.

The key objective of the Cooperative Streets project is to establish a pilot case for the evolution of the NAP, developing the necessary architecture, governance model and standards that will allow for integration of the different mobility systems and all the necessary stakeholders. The goals for an extended NAP are therefore common to all the Cooperative Streets pilot cases and represent a bridging activity for this project.

To deliver on the overall objective of the Action, there are 5 specific pilots.

Pilot 1 - "Extended Multimodal National Access Point (NAP)" – the NAP has been initially developed for a road usage perspective, not fully adaptable to a multimodal and interoperable perspective. This pilot aims at testing and developing the better model for a transversal multimodal NAP.

Pilot 2 - "From C-Roads to Cooperative Streets" - represents the connection between roads and the connection to urban nodes, namely urban highways.

Pilot 3 - "Cooperative Streets" - aiming at the expansion of C-ITS from road to street environment, involving activities to test C-ITS for soft mobility, MaaS solutions, parking and traffic management, as well as on demand transport.

Pilot 4 - "MMTIS" (Multimodal Travel Information Services) - covering the need to define a policy framework for both the public and private sectors that operate with the information value chain, and focusing on testing the specifications to properly monitor the performance of public transport contracts and their information systems – Data sharing Focus. Pilot 5 -"Urban test-bed - Zone to free test technology"- testing the implementation and necessary conditions to deploy these areas that are physical or intangible spaces that gather and replicate the real conditions for the development of demonstration and testing activities of technologies with different maturity states – Knowledge transfer Focus.

Together these macro pilot applications correspond to 60 pilot activities which will demonstrate the potential of C-ITS as a service continuity from roads to metropolitan and urban areas benefiting from already established and well-defined standards. The goal will be to build on the pre-existing services and conditions in order to achieve a swift deployment of C-ITS and preparation for connectivity and automation not only across the national core and comprehensive network (already in process with C-Roads Portugal), but also progressing into the two metropolitan areas of Lisbon and Porto and towards other municipalities along the axis between these two cities.

Through Cooperative Streets, C-ITS services will be implemented along 210 km of roads leading to urban nodes, ensuring a continuity of service along the core network and well into Lisboa and Porto municipalities. In total more than 500 RSU will be installed with more than 800 OBU and 800 vehicles in operation by the end of the action. Together with this, 17 cities will display multimodal travel information through the NAP.

This Action is partially overlapping in time with CEF Action 2016-PT-TM-0259-S (C-Roads Portugal). Consequently, the first due ASR shall include a written description of the rules and mechanisms put in place to ensure that the costs declared under the Action are covered by its scope and that there is no double funding with other EU co-funded Actions. As an additional risk mitigation measure, the Beneficiary shall mark all invoices with either C-Roads Portugal or Cooperative Streets stamp in order to be fully transparent during financial statements and to avoid any doubt of potential double funding.

Objectives, Activities and Results of the Project in the Município da Trofa

The Município da Trofa is part of Pilot 4 - "MMTIS" (Multimodal Travel Information Services), contemplating the implementation of an information platform for mobility services with the capacity to provide information not only to the National Access Point, but also to the public in general for multimodal trips, according to the European data exchange protocols.

COOPERATIVE STREETS



■ Executed ■ Not executed

The platform will allow integrating information from the following services: Parking information; Traffic data and school public transport.

This platform should also enable the management and monitoring of the mobility plan at the municipal level and establish the necessary specifications to guarantee the reliability and continuity of multimodal travel services, for the entire transport network of the Município da Trofa and applicable under the terms of article no. 5 of the 2010/40/EU Directive.

In the same way, it contemplates the installation of an automatic parking management system that promotes the use of the N^o Senhora das Dores and Dr. Lima Carneiro parks, with 170 parking spaces, and the EB/23 Napoleão Sousa Marques, with 144 parking spaces, and at Vila de São Romão do Coronado, with approximately 60 parking spaces, to the detriment of the parking available on the public road. It is intended to offer users, in real time, in a fast and intuitive way, information about the availability of parking in these locations.

This pilot project for the Município da Trofa has a total eligible cost of 835.875,00€, financed at 50%, with execution in the period of 2019-2023.