

Insights and news on the progress and achievements of the project

A word from the Coordinator

Welcome back from a well-deserved and hopefully wonderful summer break!

The project now enters its' final months and lots of focus will be on the results from our pilots and proof of concept work. You will find more details about that below in this newsletter.

Later this fall we all have the opportunity to share our findings and experiences in a series of webinars planned to take place on November 27-28th.

Previously preliminary dates for this event had to be adjusted to avoid conflict with relevant EU-conferences. I encourage all of you to take this opportunity to get visibility for your organisation, your work and for the NordicWay 3 project!

Please contact Lone Dörge (lod_k@vd.dk) to reserve your spot in the event.



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NordicWay 3 update for the Emergency Vehicle Approaching (EVA) service

Since earlier this year the EVA service is live with both ambulance and rescue services and with data covering the whole of Sweden! The EVA service received a lot of interest when it was successfully showcased at ITS European Congress in May [ITS European Congress Lisbon 2023](#).

During the ongoing testing and evaluation period both Volvo Cars and Scania are consuming the EVA warnings and collect data and statistics on the impact on respective fleet of vehicles. Their insights illustrate the coverage of the EVA warning if it was available now, which will give valuable contributions to the project conclusions and results. Also, the previous simulator studies carried out by VTI demonstrate the major benefits of shortened emergency response times when using the EVA service.

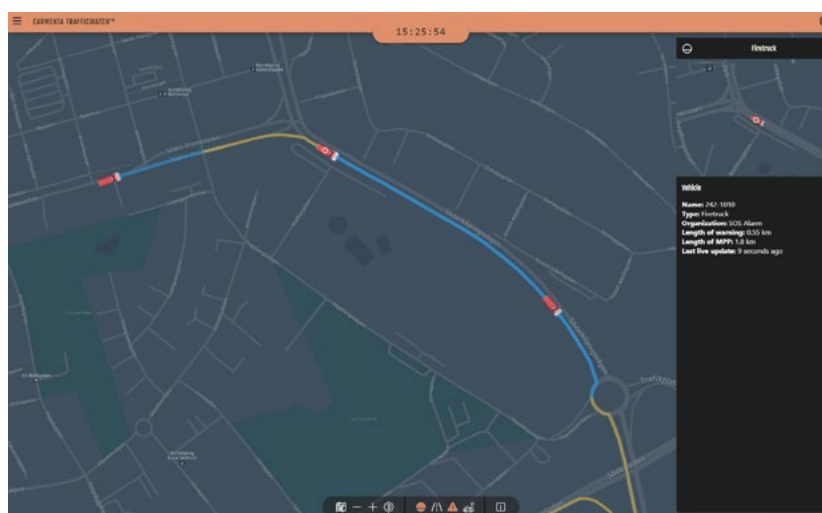


Figure: EVA warnings for a fleet of fire trucks on an emergency call

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NordicWay 3 update for the Traffic Signal Priority (TSP) pilot

In NordicWay3, a pilot is being carried out regarding Traffic Signal Priority (TSP) for designated vehicles. The purpose of the pilot is to be able to replace proprietary prioritisation systems with standardised services, messages, and interfaces from the C-ITS domain as specified by C-Roads. This ensures that the implementation of traffic signal prioritisation services is carried out in the same way throughout all EU countries.

The benefits of standardised traffic signal prioritisation are:

- more suppliers can compete in a European market instead of having to make local adaptations. This in turn leads to lower prices for society in the long run and more innovation.
- the architecture allows different vehicles/traffic modes to seek priority in the same system.
- vehicle hardware, Onboard Units (OBUs) do not have to be purchased from a single supplier but can be chosen freely as long as they can communicate with the infrastructure via standardised messages.

The goals of the pilot are to:

- develop draft specifications based on C-Roads that can be used for public procurement of TSP.
- implement and test TSP systems in a real environment, end-to-end, vehicle-to-infrastructure based on the aforementioned specifications.
- provide suggestions for updates and improvements to C-Roads' specifications.

The pilot has been deployed in 2023 and will end in December 2023.

Pilot sites

- Stockholm
 - 9 intersections
 - Public transport buses
- Uppsala
 - 4 intersections
 - Public transport buses
 - Emergency vehicles
 - Freight vehicles
- Implementing Bodies (IBs)
 - 3 road authorities
 - 5 commercial IBs: Road users, Service Providers

C-Roads Services

- SI - Traffic Light Prioritisation (SI-TLP)
- SI - Emergency Vehicle Priority (SI-EVP)

C-ITS Messages

- Cooperative Awareness Message CAM
- Signal Request (Extended) Message SREM
- Signal Status (Extended) Message SSEM

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NordicWay 3 update for the Road Works Warning (RWW) service

After the demonstration at ITS European Congress in Lisbon in May there has been a lot of interest worldwide for the pilot and the ecosystem that was shown in the demonstration.

During the summer Combitech, Ramudden and Mesta have increased their volume of RWW messages and service providers together with the OEM's who have further developed the HMI in the vehicles.

The next step is implementation of the service across the Nordic countries. The road authorities both in Sweden and Norway together with OEM's and entrepreneurs are preparing a proposal on how to include production and distribution of C-Roads messages (RWW) from road works sites.

Legal regulation and contractual amendments need to be discussed. The working group aims to send the proposal to the road authorities by the end of this year.

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Figure: Example of an HMI in a vehicle

For general comments or feedback contact
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