

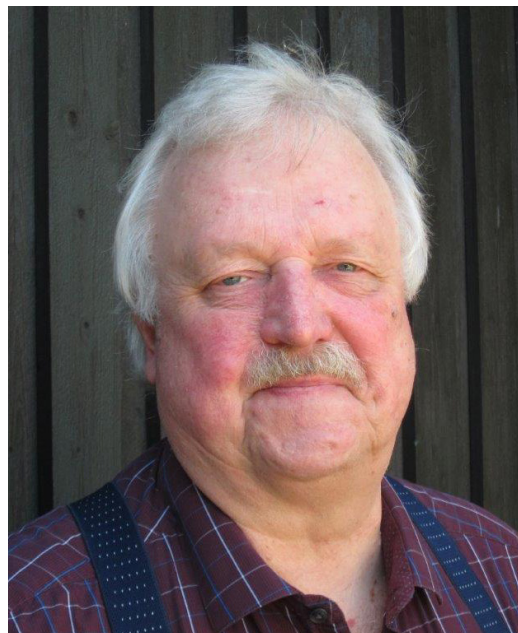
Insights and news on the progress and achievements of the project

A word from the Coordinator

As we move from planning the project to implementation, we are also making a change in the project coordination.

Arne Lindeberg, who has been the Swedish lead for all the NordicWay projects and the Project Coordinator for NordicWay 3, is ending his long-time service at the Swedish Transport Administration.

“It has been a privilege and pleasure to coordinate NordicWay 3. I have been able to take advantage of the very good work by Nordic friends coordinating the previous phases. Thanks to everyone for making the coordination easy! My reflections on what we have achieved so far: We have been quite successful in coordinating ourselves on the European arena and thus establishing our cooperation as a relevant player. The project has a broad industrial participation and an ability to explore different aspects of the connected vehicle. Thereby, we will gradually be able to contribute to a more efficient transport system from different aspects” says Arne adding “I will gradually retire from September 1st and the handover of the NordicWay 3 coordination to Anna Johansson Jacques at Swedish Transport Administration will be done before summer vacation.”



Arne Lindeberg, Project Coordinator
Trafikverket, Sweden

NordicWay 3 aims for deployment

NordicWay 3 has the ambition to take the services piloted in NordicWay and NordicWay 2 as close to deployment as possible. For that purpose, the concept of Flagship pilots has been created. The definition of a Flagship pilot is that the service piloted should be implemented in the same way, using the same standards, service definitions and specifications wherever it is piloted. The end goal is that a connected vehicle or user will have access to the services in the same way whether it is driving in Tampere, Stockholm, Trondheim or any other of the involved cities.

This may seem like a trivial thing to do but it requires that national and local differences need to be dealt with in a structured way and “project fixes” and temporary solutions must be avoided. All Flagship pilots planned in NordicWay 3 will communicate through the NordicWay 3 federated Interchange Network and use mainly cellular communication to the end users.



Anna Johansson Jacques
Trafikverket, Sweden

There are four service areas where Flagship pilots are planned and these are Traffic Signals, Road Works Warning, Emergency Vehicle Approaching and Services based on Geofence. All pilots are now being planned and will be up and running throughout 2022. Some pilots are more mature and will likely start already in 2021.

NordicWay 3 “Geofencing & Dynamic zones” for management of drive mode

Within NordicWay 3, Geofencing and Dynamic zones are chosen as one of our Flagship pilots. NordicWay 3 is using a common platform – the Interchange Network – to publish areas (geographical boundaries) and traffic regulations that make up our geofence areas. The regulations may differ, but the publishing procedure remains the common solution to inform OEM’s and third-party developers.

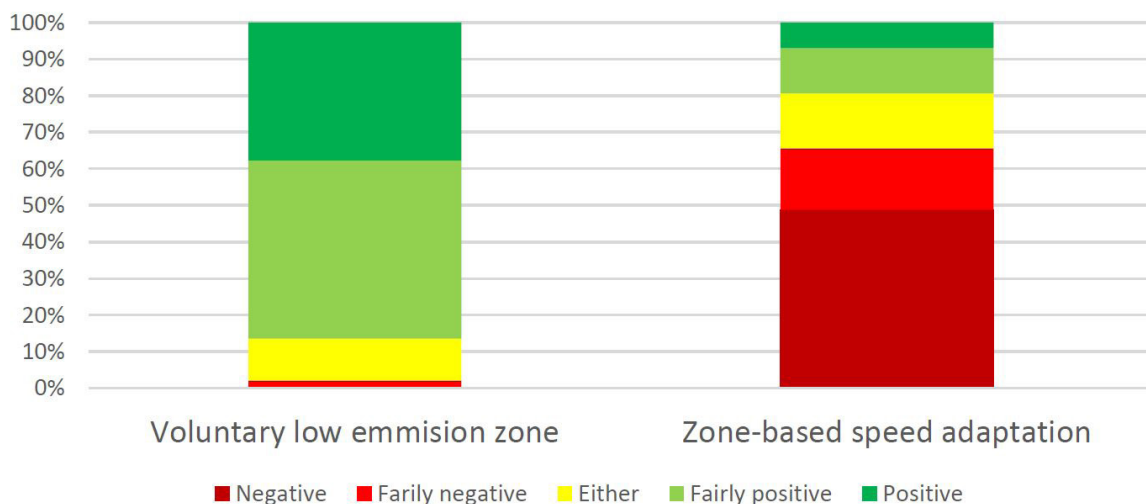
In a cooperation with BMW, the road authorities in Norway and Sweden have defined low emission zones in four cities in each country by the use of geofencing. New hybrid cars from BMW are automatically changed to electric mode once they enter our low emission zones. However, the driver has the possibility to change the mode back to hybrid (fuel engine) if he/she wishes. A recent user survey done in Norway has been focussing on the user acceptance and user attitudes towards this kind of automatic function.

We received answers from 42 % (584) of the Norwegian hybrid BMW owners that were approached. 92 % (548) of the respondents were men and 79 % had 3 years or more of higher education. Even though, nearly all our respondents had been driving in our low emission zones, only 59 % (345) reported that they had detected the change in drive mode. In total, only 2 % (13) of the respondents stated that they would actively change the drive mode when they enter the environmental zones. The Swedish owners are next in line for our survey.

In summary, the hybrid car owners are very positive to automatic assistance from the car to secure environmentally friendly driving in low emission zones. Of the selection of respondents that had detected the change in drive mode, 72 % believed that the new functionality in their car helped them to drive more environmentally friendly. 95 % of them trusted the car to change drive mode when entering a low emission zone.

We also asked the participants in the survey if they would like the same zone-based functionality for speed adaptation. The positive focus on new assistance systems did not extend here, as 66 % of the drivers were negative to zone-based speed adaptation.

Attitude to automatic changes for hybrid cars



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Monotch's thoughts on NordicWay 3

Monotch is a new addition to the NordicWay 3 project as an implementing body in the Swedish consortium. It is a Dutch smart mobility platform company that specializes in connecting data, transactions, and services in the mobility ecosystem. Monotch's flagship product TLEX I2V is a highly scalable platform specifically designed to connect roadside equipment to information brokers, the automotive industry, road authorities, and ultimately the road users. All those connections are bi-directional, continuous, in real-time, and vendor independent. With the TLEX I2V platform, Monotch is also the supplier of the Dutch Urban Data Access platform (UDAP) which currently connects all smart intersections in the Netherlands. Monotch's role in NordicWay 3 is to further develop the Swedish part of the Interchange Network.

"The NordicWay 3 project grants us a unique opportunity to further develop and adapt our TLEX I2V platform into a network of functional, scalable, and sustainable interchange nodes that adhere to the needs of the Swedish ecosystem in NordicWay 3. We are looking forward to sharing our experiences from our past deployments in the Netherlands, but at the same time we are also excited to incorporate the C-Road standards into our platform and implement our platform under new specifications and architectural set-ups that differ from our previous deployments.", says Menno Malta, CEO Monotch.

Monotch's main objective for this project is to enhance its TLEX platform by incorporating new functionalities, payloads, and interfaces. The focus of their developments will be on the requirements and specifications that are needed to achieve large scale C-ITS deployment in the Nordic countries.

Monotch plans to go live with the Swedish part of the Interchange Network in July 2021, they will also provide local C-ITS data exchange services for several POCs (Proof of Concept) throughout the NordicWay 3 project, namely the hybrid initiative in Gothenburg and the In-vehicle signage POC.



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