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APPLICATION FORM

European Territorial Cooperation Objective

CENTRAL EUROPE Programme

Application Round 4

Don't remove the Excel protection. You risk that the form will be damaged and thus the application will become INELIGIBLE

Title of the project:

European Digital Traffic Infrastructure Network for Intelligent Transport Systems

Acronym:

EDITS

Lead Applicant (official name of the institution in English):

AustriaTech - Federal Agency for technological Measures Ltd.

Lead Applicant country:

Austria

Region:

Wien

Priority:

Priority 2

Area of Intervention:

2.4 Promoting Information and Communication Technologies and Alternative Solutions for Enhancing Access

Duration:

Start date		End date		Duration (months)
7	2012	12	2014	30

Form has to be filled in and returned by post as printed version and on CD-ROM/other device:

CENTRAL EUROPE Programme

Joint Technical Secretariat

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A-1070 Vienna, Austria

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Index number:	
Registration Date:	
Date of approval:	

LEGEND

white field	To be completed by applicant: text input/drop down menu: single choice/multiple choice
☐ ↔ ☒	"Checkbox" (use drop down menu to select Value or "x" for "yes" and "o" for "no")
grey field	Not to be completed by applicant, data are automatically transferred/ calculated
	Will be filled by JTS

Checklist for submission of the Application Form

Yes	N/A	
☒		The filled in Application Form and related Annexes will be sent in one single envelope to the Joint Technical Secretariat by normal post or courier no later than 14 October 2011 (date as per post mark). In case of delivery by hand, the application must arrive before 5 p.m.
☒		The original hard copy versions of the filled in Application Form and all related Annexes, together with a CD-ROM / other electronic support (including e-version of the Application Form, the Map and, in case of private Lead Applicant, also the SFS) are submitted in a single envelope.
☒		An e-mail will be sent by the Lead Applicant to the JTS (info@central2013.eu) announcing the submission (including project title and acronym) not later than 14 October 2011.
☒		Only the Application Package of the 4th call for proposals has been used and all submitted documents are completed in English.
☒		The paper version of the filled in Application Form is not bound in order to ease photocopying.
☒		Hard copy and electronic versions of the Application Form (AF), the Map and if applicable, the SFS, are equal in content. Both AF versions indicate the same Checksum number (For printing the hardcopy the button “Finalize and print” on AF Coversheet has been used).
☒		Both versions of the Application Form show no ERROR and INCOMPLETE messages.
☒		The hard copy version of the Application Form is in original, dated, stamped and signed by the legal representative/duly authorised person of the Lead Applicant in original (i.e. only original, handwritten signature will be accepted).
☒		The hard copies of the Annexes (1. Co-financing Statements, Declarations on Administrative and Financial Capacity and on Legal status; 2. Declaration on status in relation to the State Aid discipline; 3. if applicable, Simplified Financial Statement-SFS) are in original, dated, stamped, printed on Partners' letter headed paper, and signed (original handwritten signature) by the legal representative/duly authorised person. In case of fax or scanned copies the originals have to be submitted by the Lead Applicant not later than 3 working days.
☒		For all submitted declarations only the 4th Call Application templates have been used and the template text has not been amended.
☒		The figures in the Co-financing Statements are identical with the partner’s co-financing figures in Section 4 of the submitted Application Form.
☒		State Aid Declarations are submitted for the Lead Applicant and all Project Partners (except International Organisations and Third Country partners) receiving ERDF funds.
☐	☒	In case the Lead Applicant within Priority 1 is a private institution, the SFS is submitted and the following requirements have been respected: copy of the most recent profit and loss accounts included; copy of the most recent balance sheet included; copy of an independent audit report or auditor's certification included; most recent balance sheet refers to the same legal entity indicated in the Application Form and in the Annexes.
☒		A flow chart indicating the co-ordination and management structure has been attached.
☒		A map showing the location of all partners has been attached.

Section 1: Basic Information

Project summary

Describe the project background, issues/challenges, objectives (general and specific), need for transnational cooperation, relevance of the partnership, main activities, expected outputs and results.

EDITS (European Digital Traffic Infrastructure Network for Intelligent Transport Systems) focuses on the improvement of the accessibility to interoperable and multimodal Real Time Traffic and Travel Information (RTTI) services with the goal to support the single traveller before and during his journey within a region as well as across regions (including cross-border). It is expected that such RTTI services across the different modes of transport as well as across regions will result in changing the mobility behaviour (modal shift) of the single traveller.
EDITS will focus mainly on two services:
1. Web based interoperable and intermodal pre-trip information will be provided by the demonstration operators and has the potential to influence the travel behaviour in the trip planning stage. The typical users are persons that are planning an urban/regional trip on short term.

2. On-trip services (e.g. via Apps, navigation systems) will provide interoperable and multimodal RTTI services to the end-users. This kind of services will influence the on-trip travel behaviour by optimising journeys taking the current traffic situation along all modes into account. The community will be the users of mobile devices and navigational devices.
Basis for the provision of interoperable and multimodal RTTI services will be Business-to-business (B2B) services between service operators and authorities/infrastructure operators. These B2B services will enable the EDITS community to get access to regional traffic and travel information of the single EDITS operator/authority via a harmonised standardised open interface. Central part to ensure these B2B services will be an interoperable and multimodal EDITS-GIP (Graph-Integration-Platform) and interface which will be a tool to ensure the exchange and provision of relevant information.

The information exchanged hereby can include e.g. individual traffic information, public transport information, weather information, location based information, and intermodal trip planning and will form the basis for a high qualitative and reliable information to the single traveller.
The interoperable and multimodal RTTI services which are harmonised and set up in EDITS will be implemented within a total of six pilots within the following CENTRAL Europe demonstration areas:
.) Multimodal Transport Demonstration Area CENTROPE
.) Multimodal Transport Demonstration Area Italy
.) Individual Transport Demonstration Area Austria - Italy - Slovenia

EDITS ensures the easy access to all traffic related information within and across the regions resulting in the distribution to the end-users via several consistent information channels and in parallel enhancing user acceptance. Bringing together partners from different governmental levels throughout the CENTRAL EUROPE region, EDITS will develop common transnational solutions for the exchange of transport related information and the improvement of interoperable and multimodal RTTI services. As all the partners are confronted with a similar need of informing their customers (travellers) in an accurate way there is a strong will and need for transnational cooperation.

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Project partnership

Table 1: Overview of project partnership

Partner No.	Institution (Name)	Country (Code)	Total ERDF	Public co-financing (CE Partners)	Private co-fin. (CE Partners)	Public co-financing (EU outside CENTRAL)	Private co-fin. (EU outside CENTRAL)	Financing from Third Countries	Total Budget
LP	AustriaTech - Federal Agency for technological Measures Ltd.	AT	175.141,35	58.380,45	0,00	0,00	0,00	0,00	233.521,80
PP 2	Central European Initiative - Executive Secretariat	IT	183.729,38	61.243,12	0,00	0,00	0,00	0,00	244.972,50
PP 3	Autonomous Region of Friuli Venezia Giulia -Central Directorate for infrastructure, mobility, spatial planning and public works	IT	134.233,88	44.744,62	0,00	0,00	0,00	0,00	178.978,50
PP 4	Province of Modena	IT	155.647,84	51.882,61	0,00	0,00	0,00	0,00	207.530,45
PP 5	Province of Ferrara -Technical Infrastructure, Buildings, Civil protection, Tenders	IT	154.085,63	51.361,87	0,00	0,00	0,00	0,00	205.447,50
PP 6	Public Transport association of the Eastern region of Austria / ITS Vienna Region	AT	282.131,70	94.043,90	0,00	0,00	0,00	0,00	376.175,60
PP 7	City of Bratislava	SK	152.033,13	26.829,37	0,00	0,00	0,00	0,00	178.862,50
PP 8	Coordination Center for Transport Development	HU	202.167,87	35.676,68	0,00	0,00	0,00	0,00	237.844,55
PP 9	TELEMATIX SOFTWARE a.s.	CZ	90.516,50	0,00	15.973,50	0,00	0,00	0,00	106.490,00
PP 10	Brněnské komunikace a.s.	CZ	105.910,00	0,00	18.690,00	0,00	0,00	0,00	124.600,00
PP 11	KORDIS JMK, plc.	CZ	107.682,80	19.002,85	0,00	0,00	0,00	0,00	126.685,65
PP 12	ASFINAG Maut Service GmbH	AT	62.769,23	20.923,07	0,00	0,00	0,00	0,00	83.692,30
PP 13	Győr-Sopron-Ebenfurt Railway Corp. / Ltd	HU	101.550,18	17.920,62	0,00	0,00	0,00	0,00	119.470,80
Total			1.907.599,49	482.009,16	34.663,50	0,00	0,00	0,00	2.424.272,15

Table 2: Eligibility of project partnership

EU - within CENTRAL EUROPE		EU - outside CENTRAL EUROPE		Third Country partners	
Country of EU LP and partners	Number of partners in these countries	Country of EU partners	Number of partners in these countries	Third Countries (ENPI, IPA, others)	Number of partners in these countries
AT:	3	BE:	0	AL:	0
CZ:	3	BG:	0	AM:	0
DE:	0	CY:	0	AZ:	0
SI:	0	DE:	0	BA:	0
IT:	4	DK:	0	BY:	0
HU:	2	EE:	0	DZ:	0
SK:	1	ES:	0	EG:	0
PL:	0	FI:	0	GE:	0
		FR:	0	HR:	0
		GR:	0	IL:	0
		IE:	0	JO:	0
		IT:	0	LB:	0
		LT:	0	LY:	0
		LU:	0	MA:	0
		LV:	0	ME:	0
		MT:	0	MK:	0
		NL:	0	MV:	0
		PT:	0	PS:	0
		RO:	0	RS:	0
		SE:	0	RU:	0
		UK:	0	SY:	0
				TN:	0
				TR:	0
				UA:	0
				others:	0
Summe:	13	Summe:	0	Summe:	0

Eligibility Summary:

Partners:	13	Countries:	5	CE Partners:	13

Project funding

Table 3: Project funding

Location of partner	Source of funding	Amount
CENTRAL EUROPE partners	**ERDF**	1.907.599,49 €
	- out of which for activities in Third Countries (ERDF)	0,00 €
	Public co-financing	482.009,16 €
	Private co-financing	34.663,50 €
	TOTAL budget EU CENTRAL EUROPE partners	**2.424.272,15 €**
EU partners outside CENTRAL EUROPE	**ERDF**	0,00 €
	Public co-financing	0,00 €
	Private co-financing	0,00 €
	TOTAL budget EU partners outside CENTRAL EUROPE	**0,00 €**
Third Country partners (ENPI countries, IPA countries, others)	ENPI/IPA funding	0,00 €
	Public co-financing from ENPI/IPA countries	0,00 €
	Private co-financing from ENPI/IPA countries	0,00 €
	Total budget Third Country partners with ENPI, IPA	**0,00 €**
	Public co-financing from Third Countries (own funds)	0,00 €
	Private co-financing from Third Countries (own funds)	0,00 €
	Total budget Third Country partners (own funds)	**0,00 €**

TOTAL ERDF	**1.907.599,49 €**
TOTAL ELIGIBLE BUDGET	**2.424.272,15 €**
TOTAL BUDGET	**2.424.272,15 €**
ERDF grant rate:	**78,69%**
ERDF % for activities in Third Countries (10% rule):	**0,00%**
ERDF % for EU partners outside CE (20% rule):	**0,00%**

Has the project idea already been presented in other Territorial Cooperation Programmes or other relevant EU Programmes/Funding Schemes? no

Co-financing Statement and Declaration on Administrative and Financial Capacity and on Legal status by the Legal Representative of the Lead Applicant Organisation

I, the undersigned, representing AustriaTech - Federal Agency for technological Measures Ltd.

request from the Managing Authority (MA) an ERDF contribution of 1.907.599,49 EUR

with a view to implementing the action that is the subject of this project proposal.

I declare that:

- I am authorised by my organisation to sign the Application Form on its behalf;
- All information contained in this application is correct to the best of my knowledge;
- The organisation I represent has the adequate legal capacity to participate in the call for proposals;
- The organisation I represent is a Public equivalent body.

The organisation I represent has financial capacity to complete the proposed actions and in particular:

- The proposed financial commitment is adequate to the organisation´s size and capacity;
- It has the capacity of providing advanced payments also for considerable amounts (e.g.: investments);
- Eventual delays in ERDF reimbursement will not undermine the organisation´s capacity of implementing the foreseen actions within the project;
- Its financial involvement in the project does not undermine the organisation´s daily activities.

The organisation I represent has the administrative capacity to complete the proposed actions and in particular:

- It has enough internal human resources to ensure sound project management and coordination and the timely performance of the proposed actions. In the absence of these, additional necessary resources are properly included in the project budget;
- It has appropriate infrastructure and tools to ensure the adequate performance of the proposed actions;
- Its administrative involvement in the project does not undermine the organisation´s daily activities.

All partners of this proposal comply with the rules on beneficiaries as stated in Reg. (EC) No 1080/2006, 1083/2006 and No 1828/2006 and their amendments.

Certify that the organisation I represent:

- Is not bankrupt, being wound up, or having its affairs administered by the courts, has not entered into an arrangement with creditors, has not suspended business activities, is not the subject of proceedings concerning those matters, nor is it in any analogous situation arising from a similar procedure provided for in national legislation or regulations;
- Has not been convicted of an offence concerning its professional conduct by a judgment which has the force of 'res judicata';
- Has not been guilty of grave professional misconduct proven by any means which the Contract Authority can justify;
- Has fulfilled its obligations relating to the payment of social security contributions or the payment of taxes in accordance with the legal provisions of the country in which it is established;
- Has not been the subject of a judgment which has the force of 'res judicata' for fraud, corruption, involvement in a criminal organisation or any other illegal activity detrimental to the Communities' financial interests;
- Following another procurement procedure or grant award procedure financed by the Community budget, has not been declared to be in serious breach of contract for failure to comply with its contractual obligations

as stated in Articles 93(1) of Reg. (EC) No 1605/2002 and its amendments.

I acknowledge that:

- The organisation I represent will not receive ERDF funds if it finds itself, at the time of the grant award procedure, in contradiction with any of the statements certified above, or is guilty of misrepresentation in supplying the information required by the MA a condition of participation in the grant award procedure or has failed to supply this information;
- In the event of this application being approved, the MA has the right to publish the name and address of this organisation, the subject of the grant and the amount awarded and the rate of funding.

Confirm that:

In the event of project approval the organisation I represent commits itself to the operation, and will provide: 58.380,45 EUR as national co-financing to the CENTRAL EUROPE project's budget.

The specific actions listed in this project proposal have not and will not receive any other aid from the Structural Funds or other Community financial instruments. In the event that any of such funding is received after the submission of this proposal or during the implementation of the project, my organisation will immediately inform the MA.

By signing this I confirm that the proposed project is in line with the relevant EU and national legislation and policies of all countries involved.

Official stamp of Partner institution:

Signature of the legal representative:

Date:

13th of July 2012

Name:	Mr Martin Russ
Organisation:	AustriaTech - Federal Agency for technological Measures Ltd.

Function:	Managing Director

Section 2: Project outline

2.1 Relevance

Describe the **history of the project idea** as well as the partners' and/or relevant stakeholders' involvement in developing the project concept.

The provision of multimodal interoperable Real-Time Traveller Information is seen as one major contribution to ensure mobility in cities and regions as well as to address the challenges of climate change, increasing congestion and fuel costs. In addition the well informed traveller requests information about his trip as well within his region as in other regions to be provided to his used navigation device.
Based on these pre-consumptions cities and regions (either authorities or operators) started to create their journey planners to serve their citizens and travellers. For example the Vienna Region started to create a journey planner which is available on web as well as on smart phones (e.g. www.anachb.at). Other partner like KORDIS (www.idsjmk.cz) created similar systems. All these systems work within their cities and regions, but cross-border solutions have not been provided, even requested by the citizens. The implementation of cross-border solutions is

hindered by the installation of proprietary platforms which are not interoperable at all. Therefore the Austrian Ministry of Transport, Innovation and Technology decided to support the implementation of a national geographic platform which integrates all existing network graphs into one graph integration platform (GIP) that should fulfil the requirements of all relevant users. In discussions with other urban and regional CENTRAL EUROPE areas similar requests have been identified. The EDITS partners declared their common interest to jointly develop a commonly agreed interoperable and multimodal EDITS-GIP which ensures the exchange and provision of relevant traveller information. Here the Austrian partner VOR is willing to spread the good practise experience gained, the project partner FVG will bring in their experience from the cross-border project TRIM, which mainly deals with developing a harmonised cross-border information base for traffic management and transportation planning.

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Describe how the **project's general objectives** will contribute to the achievement of the objectives related to the chosen Priority and Area of Intervention.

EDITS contributes to Priority 2: Improving Accessibility of and within CE:
Multimodal traveller information is seen as key to enable and keep up a sustainable and accessible transportation system within CE, which itself forms a necessary precondition for economic development and growth. The EDITS approach will ensure that on the one hand each demonstration site will have the interoperable cross-border travel information (public and individual traffic) combined and interpreted at one location - the EDITS-GIPs. This ensures that the user gets accurate and precise door-to-door information on the current travel times within a city or region. But the setup of the EDITS-GIPs will also enable a seamless transition of information between the single regions and to result in interoperable cross-border travel information. It is expected that the demonstrated services will facilitate inter-modal changes, thus attracting travellers to more sustainable transport modes. Next to this potential shift

also the improved handling of traffic itself through traffic management services will be demonstrated in order to manage transnational transport flows more efficiently. EDITS contributes to Area 2.4: Promoting Information and Communication Technologies and Alternative Solutions for Enhancing Access:
Accurate reliable multimodal Traffic and Traveller information as planned in EDITS has the potential to avoid congestions and bottlenecks as well as to select alternative routes and/or alternative transport modes. Hereby one key factor is the easy access to the relevant information. Therefore existing user interfaces (e.g. web based) will be used as well used as on-trip information services (e.g. via apps or VMS). Both kind of traveller information will enhance access to and acceptance of cross-border multimodal traveller information which leads to better traffic management opportunities in order to cope with the ever increasing transnational transport flows and rise in traffic in general.

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Describe how the **project's specific objectives** will contribute to the achievement of the objectives related to the chosen Priority and Area of Intervention.

The specific objective of EDITS is to enable cross-border multimodal traveller information based on trans-nationally harmonized traffic data and information. The specifications of the EDITS-GIP will enable the provision of the end-user services and has the potential to be used as well for traffic management purposes as well as for e-government services. It needs to be noticed that both kind of services for traffic-management services and for e-government are not the core scope within the EDITS project, however the EDITS solution sets the foundation for enabling such schemes.
The end-user services (cross-border multimodal traveller information), which are the core objective, need to ensure a quick understanding (plug-and-play) by the user community. As the traffic information will be delivered directly from the content owners (operators and authorities) a high level of quality can be ensured.

This high Quality of Service (QoS) is the key for user acceptance and the further take over and adoption of the EDITS solution also after project duration.
The enabler of the cross-border aspects will be the concept of the EDITS-GIP. The development of a consistent multimodal transport graph within the EDITS regions based on common specifications is the basis for the creation and adaptation of partner specific enhanced ITS applications. The EDITS approach will thus
.) improve the reliability of the underlying information base and of ITS services,
.) improve the acceptance and use of services by different user groups, maximizing the benefits of ITS use
.) improve the integration of information and service provision within public authorities.

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Describe how the project will contribute to the overall goals of the programme (strengthening territorial cohesion/promoting internal integration/enhancing competitiveness of CENTRAL EUROPE) that are based on the Lisbon and Gothenburg agendas and the Community strategic guidelines for Cohesion policy.

The EDITS project specifically targets the thematic priority 2 of the programme’s strategic approach that is all about strengthening the internal cohesion of countries in CENTRAL EUROPE by improving accessibility within the different regions while taking sustainability into account. In particular the project will support the goal of strengthening territorial cohesion through the provision of harmonised and interoperable multimodal travel information services. This is especially the case as these services will integrate both very accessible and partly weak accessible regions (e.g. due to missing or neglected transport links, especially in rural and peripheral regions) fostering intermodal travel chains in both the old and new EU member states.
Due to the fact that EDITS will have a strong focus on providing multimodal traveller information services that are based on cross-border exchange of information it is evident that EDITS will strongly contribute to the promotion of internal

integration in CENTRAL EUROPE. EDITS will demonstrate that by coordinated transnational cooperation of the involved partners services that are based on a harmonised and interoperable approach can be offered to end-users in the CENTRAL EUROPE region. By acknowledging that harmonising information exchange between partners from different governmental levels is the only option to provide the single travellers with consistent up-to-date traffic related information EDITS will contribute to the exploitation of innovation potentials on the different administration levels.
Growth, employment and working conditions: direct job creation, quicker and safer accessibility of workplaces, and increased competitiveness that will result from improving accessibility and environmental quality. The most direct, albeit very limited, job creation effect will come from the increased implementation and operation of intermodal traveller information systems within the project.

A more substantial number of jobs in the telematics industry may be created, if the successful demonstrations encourage further traffic information operators to enhance their existing systems. From the employers' point of view, EDITS services and the resulting decrease in congestion could reduce the running costs of their businesses by cutting costs of their deliveries and distribution of their products. This would improve their competitiveness in the market and therefore have a positive impact on local and regional economies within CENTRAL EUROPE. EDITS will also have a positive impact on new targets for efficiency and environmental friendliness in Europe's transport sector through new mobility services. A very important impact should stem from the reduction of congestion and the resulting reduction of noise and air pollution. Furthermore, studies carried out for EC Directorate General V have shown that difficult journeys to work create stress, absenteeism and reduce productivity

at work, and have a harmful impact on family life and social interaction. Again, improvements in the travel conditions and travel comfort for commuters will help to reduce such negative effects.
This significant improvement of the efficiency of transnational cooperation will be a major step towards a more balanced and sustainable transport system in order to deploy and demonstrate the potentials of providing innovative intelligent transport system services as tools to deal with the ever increasing traffic flows and demand.Through the optimisation of the journey planning taking the current traffic situation along all modes into account the target is to contribute to change the mobility behaviour of the single traveller - as EDITS will provide these end users with easier access to services and information that result in an increased use and acceptance of innovative intermodal mobility concepts a significant improvement of competitiveness can be achieved within CENTRAL EUROPE.

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Does the project have **links to other Areas of Intervention?** yes

1.1 Enhancing Framework Conditions for Innovation	☐
1.2 Establishing Capabilities for the Diffusion and Application of Innovation	☐
1.3 Fostering Knowledge Development	☐
2.1 Improving Central Europe's Interconnectivity	☒
2.2 Developing Multimodal Logistics' Cooperation	☐
2.3 Promoting Sustainable and Safe Mobility	☒
2.4 Promoting Information and Communication Technologies and Alternative Solutions for Enhancing Access	
3.1 Developing a High Quality Environment by Managing and Protecting Natural Resources and Heritage	☐
3.2 Reducing Risks and Impacts of Natural and Man-made Hazards	☐
3.3 Supporting the Use of Renewable Energy Sources and Increasing Energy Efficiency	☐
3.4 Supporting Environmentally Friendly Technologies and Activities	☐
4.1 Developing Polycentric Settlement Structures and Territorial Cooperation	☐
4.2 Addressing the Territorial Effects of Demographic and Social Change on Urban and Regional Development	☐
4.3 Capitalising on Cultural Resources for More Attractive Cities and Regions	☐

Describe the links to those Areas of Intervention.

Apart from the chosen area of intervention, promoting Information and Communication technologies and alternative solutions for enhancing access, EDITS has as well links to two other areas of intervention, namely
2.1.: Improving Central Europe's Interconnectivity: EDITS contributes by providing interoperable multimodal traveller information for all travellers. It is expected that such services will enhance services along the European transport networks at an urban, regional and transnational level.
2.3.: Promoting Sustainable and Safe Mobility: The main focus of EDITS is with Multimodal Real Time Traffic and Travel Information (RTTI) services provided to drivers and travellers which have the potential to reduce energy consumption in urban and regional transport.

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Describe **problems or issues** that the project intends to address; provide background information related to the chosen **Priority and Area of Intervention.**

In the provision of interoperable multimodal real-time traveller information services currently several problems are identified:
Even though a lot of data and information is available, both are stored and provided in proprietary environments with limited access for citizens. Therefore a common approach for exchanging data and information resulting in seamless cross-border traveller information services is seen as a big step forward. The central part in EDITS is the adoption of a specified EDITS-GIP which has the potential to provide traveller information services through defined GIP-interfaces, based on several input information: individual traffic & public transport information, weather information and other location based service information. The EDITS-GIPs and agreed GIP interface will be installed at all demonstration sites and will allow the exchange of traffic related information between different regions.
The exchanged information can be e.g.:

Individual Traffic Data that will cover static road network data, dynamic traffic flow data, and dynamic traffic messages. Optional Dynamic Parking Information can be provided. All available data will come from the road infrastructure operators and traffic management facilities of the single demonstration sites.
Public Transport Data will be provided by the public transport operators (bus, train, underground, tram). They cover static public transport network data (necessary to provide information about the location of the stops and stations), public transport time tables, and dynamic information on the real timetable-deviations of the public transport.
The information collected in the EDITS-GIPs will be used for providing end-user services:
.) Web based interoperable and intermodal pre-trip and on-trip information are common interfaces from the single operators to their users. Hereby the web based interoperable and

intermodal pre-trip information is identified as a service focusing on the optimisation of journeys by offering cross-border multimodal traveller information. It is expected that the EDITS concept will be able to inform the traveller about the different travel possibilities. "Pre-trip information is already an important contribution to sustainable mobility" (Final Report of the eSafety RTTI WG), but has in many cases the disadvantage that a door-to-door trip planning taking different modes into account, is currently impossible. This is a result of isolated systems that are operated from the single operators with no or only reduced interaction to systems of parallel operators. The new approach within EDITS will ensure that EDITS partners have the possibility to have the complete travel information (public and individual traffic) combined and interpreted at one location - at the respective regional EDITS-GIPs. This approach ensures that the user gets accurate and precise door-to-door

information on the current travel times within the city or region, including alternative routes and alternative modes to be used. The setup of the EDITS-GIP will give also the possibility for a seamless transition of data/services between the single regions that result in interoperable cross-border travel information. It is expected that this service will facilitate inter-modal changes, thus attracting travellers to less energy consuming transport modes.
.) On-trip services can be delivered as well by using the EDITS-GIP information for seamless multi-modal Real-time Traffic and Travel Information. This On-trip services might be provided via a navigational device or via a smart phone to the end-user. Main scope of the On-trip services is the accurate reliable intermodal and interoperable real-time on-trip Traffic and Travel information, which has the potential to avoid congestions and bottlenecks, to select alternative routes and/or alternative transport modes.

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Describe **problems or issues** that the project intends to address, describe why the project is considered **necessary in relation to the involved regions/countries**.

All partner cities and regions as well as the countries they represent, have a common general problem perception: they are not fully exploiting ITS service potentials in providing Traveller Information Services. The regional situation differs in terms of level of governance (and the related responsibilities) and the services provided by existing ITS applications.
.) Austria:
The Austrian GIP is operative and has the potential to provide multimodal traveller information, which is currently under development in the VAO-project (funded by the Austrian Transport Ministry). But even although multimodal traveller information is existing, cross-border information is lacking. Within EDITS the information-connection to the neighbouring countries will be done which enables interoperable services for both, the road user as well as the multimodal traveller.

.) Czech Republic:
Here the EDITS system will be rolled out in Southern Moravia where the GPS tracking and developed customer real-time departure information of all public transport vehicles incl. trains and city public transports already exists. There is also a test system that integrates all existing information for car transport. Interoperable and crossborder information is completely lacking. EDITS will enable both, multimodal and interoperable services especially with Austria. With a strong support from the Czech Transport Ministry a later uptake within whole Czech Republic might be possible.
.) Hungary:
In Hungary several isolated systems exist, but an interoperable multimodal traveller information system is lacking. Within EDITS the Hungarian partners plan to provide a first interoperable and multimodal traveller

information system. Similar to the Czech Republic a strong support from the Hungarian Transport Ministry is given.
.) Italy:
The traffic safety information system to be developed in Ferrara and Modena based on the EDITS-GIP will provide up-to-date information about the traffic flows and associated road safety information for end-users. Disturbances arising from road traffic create the necessity to enhance the existing public transport information system in the province of Modena. FVG will extend the existing platform to the EDITS-GIP, which will be used for the enhancement of traffic flow data in existing ITS applications as well as internal planning processes resulting in multimodal traveller information.

Slovakia:
Bratislava, building with Vienna a kind of Twin City, has multimodal traveller information existing, but similar to Austria not cross-border. Within EDITS it is therefore planned to enhance the services to ensure cross-border operation of interoperable multimodal traveller information services.

Textbox 8 you have 2720 characters (max. 4.000 characters)

Describe the **target groups**, indirect beneficiaries and their estimated number as well as their needs. Use one line per target group.

A maximum of 500 characters can be used for each field

Target group	Identified needs	Quantification
End users - People using traveller information systems as decision support and information tools	Information about traffic offered by different means of transport not only within cities but also between cities and cross-border regions	7,5 Mio Persons
Transportation planners from cities, regions, municipalities all over the CENTRAL EUROPE region	Reliable information on transport flows; multimodal traffic graphs for planning purposes (capacities for modelling, scenario development)	60 Persons
Adminstrative bodies on different governmental levels	Support of different administrative bodies (eGovernment procedures concerning network maintenance, etc.) Data provision (contractors) Basis for geo-referencing processes on the transport network	150 Persons
European Commission INSPIRE Team (CT) & INSPIRE Member State Contact Points (MSCP)	Good practice examples from the local/regional level	10 Persons
EasyWay Expert Study Group 1 - Traveller Information Services	Input and Good practices for Deployment Guidelines Specifications	27 Persons
National ITS associations	Information about ITS implementation status in partner regions/countries, capitalisation of project outputs during national events, collection of good practise examples	7 Persons

Explain why the project goals cannot be efficiently reached acting at national, regional or local level only and why **transnational co-operation** is vital for the achievement of the expected results.

The lack of transnational cooperation resulted in the deployment of isolated fragmented ITS solutions at all administrative levels – local, regional as well as national. This trend is noticed in all kind of transport related ITS solutions. Therefore the European Commission has launched in December 2008 the ITS Action Plan which has the goal "to accelerate and coordinate the deployment of Intelligent Transport Systems in road transport, including interfaces with other transport areas." This European approach was started as it is clear that "ITS can create clear benefits in terms of transport efficiency, sustainability, safety and security, whilst contributing to the EU Internal Market and competitiveness objectives.

In Europe, there have been a number of activities in this domain since the 1980s. These activities have traditionally focused, albeit often in an uncoordinated and fragmented manner, on specific areas such as clean and energy-efficient transport, road congestion,

traffic management, road safety, security of commercial transport operations or urban mobility."

Therefore the ITS Action Plan states that some ITS issues "need to be addressed from a European perspective to avoid the emergence of a patchwork of ITS applications and services: geographical continuity, interoperability of services and systems and standardisation. They should facilitate pan-European applications, secure accurate and reliable real-time data and an adequate coverage of all travelling modes."
Therefore European coordination is seen as one enabler to ensure transnational cooperation resulting in interoperable ITS services. Within EDITS the Transport Ministries of the participating countries see the huge benefit and a strong step forward in the provision of interoperable multimodal traveller services, which can only be achieved together. This regional approach was as well used in bringing

other ITS services forward by using the CONNECT Euro-Region in the TEMPO Programme (consisting of Italy, Slovenia, Hungary, Austria, Czech Republic, Slovakia, Poland and Germany).

By using this Euro-Regional approach, which fits well together with the CENTRAL EUROPE region, the benefits for the European traveller as well as for the regional traveller could be seen, especially by travelling in and through several small countries within this CENTRAL EUROPE region.

Textbox 9 you have 2371 characters (max. 4.000 characters)

How does your project affect the **environmental dimension of sustainability** (Gothenburg goals) ?

Addressed

Describe contributions to the environmental dimension of sustainability (Gothenburg goals).

EDITS aims at supporting the individual travellers with interoperable and multimodal real time traffic and travel information in order to reduce the negative impacts of traffic jam and high traffic volumes. EDITS will be an enabler for potential modal shift from motorized individual traffic to more sustainable modes of transport like public transport or walking and cycling in CENTRAL EUROPE. By enhancing the user's accessibility to real-time information of the current traffic situation and providing the complete set of travel options and possible alternatives a reduction of greenhouse gases and other transported-related emissions can be achieved. The EDITS concept will allow for more efficient use of the existing transport infrastructure and will therefore lessen the necessity to build new, cost-intensive traffic infrastructure that would result in deconstruction of open spaces and further land take within urban development.

Textbox 10 you have 939 characters (max. 1.000 characters)

Select the relevant environmental indicators for your project

The project is contributing to the reduction of greenhouse gases	☒
The project is contributing to the reduction of transport-related emissions	☒
The project is contributing positively to the maintenance of biodiversity	☐
The project is reducing risks and impacts of natural and man-made hazards	☐
The project is promoting cleaner production and consumption	☐
The project is contributing to the reduction of land take for urban development	☒
The project carries out studies on enviromental issues and human health (e.g. in pre-investment projects)	☐

How does your project affect the **economic dimension of sustainability** (Lisbon goals) ?

Addressed

Describe contributions to the economic dimension of sustainability (Lisbon goals).

The main focus of EDITS is to supply the individual travellers with improved access to harmonised multimodal real time traffic and travel information. As this will be done by offering both web-based interoperable and intermodal pre-trip information as well as on-trip services (e.g. through via Apps) EDITS will clearly contribute to the goal of easing access for ICT services for the end users while contributing to innovation and competitiveness within the CENTRAL EUROPE region. The project is committed to develop and provide access to transnational services for the single end users based on business-to-business services between the involved EDITS operators and authorities. In order to achieve this goal close co-operation and information exchange of the regional innovative key players within the EDITS community will be necessary.

Textbox 11 you have 840 characters (max. 1.000 characters)

Select the relevant economic indicators for your project

The project is contributing positively to innovation and competitiveness	☒
The project is supporting RTD activities in SMEs and SME access to RTD services	☐
The project is contributing to strengthened co-operation among businesses	☐
The project is contributing to strengthened co-operation between businesses and research	☐
The project is technology transfer or tertiary education institutions	☐
The project is contributing to the establishment or development of transnational clusters	☐
The project is contributing to the co-operation of key players of regional innovation systems	☒
The project is fostering entrepreneurship	☐

The project is supporting the use of ICT and the access to ICT services	☒
The project is contributing to strengthened co-operation among training facilities and labour market organisations	☐

How does your project affect the **social dimension of sustainability**?

Addressed

Describe the contributions to the social dimension of sustainability

Accessibility is one of the key factors in the CENTRAL EUROPE regions' competition for companies and inhabitants. With the deployment and implementation of the proposed EDITS services (harmonised interoperable and multimodal transnational real time traffic and travel information) the accessibility of the end-users (the single travellers) to crucial information of highest possible quality that can heavily influence the personal mobility behaviour will be significantly improved. By providing access to up-to-date traffic related information for the inhabitants of the involved regions the users will be enabled to perform a variety of smarter choices (e.g. changing transport mode or travelling using a combination of traffic modes that they have not been aware of before). This increase of accessibility for the EDITS community will - compared to the current state of affairs - contribute to a more sustainable transport system.

Textbox 12 you have 933 characters (max. 1.000 characters)

How does your project affect **equal opportunity and non discrimination**?

Addressed

Describe the contributions to equal opportunity and non discrimination

EDITS traveller information services will be provided from the operators and/or the local/regional authorities directly to the travellers and users without any additional fees. So there is no discrimination of any end-user as all will be treated equally.
Additionaly the concept of EDITS with its commonly agreed interface ensures a discrimination free data and information exchange between all participating stakeholders.
Through interoperable multimodal traveller information services, the information about the current traffic status can be improved, especially in crucial traffic nodes around urban areas. Up-to-date information and efficient management improves accessibility in urban areas. With people spending less time to reach their working places, hospitals or government agencies, quality of life within the CENTRAL EUROPE regions will noticeable increase.

Textbox 13 you have 869 characters (max. 1.000 characters)

List the most relevant **EU policies and regulations** in relation to the selected Priority.

.) Green Paper on Urban Mobility
.) EU Action Plan on Urban mobility
.) Action Plan for the deployment of Intelligent Transport Systems (ITS) in Europe
.) INSPIRE (Infrastructure for Spatial Information in the European Community)
.) Transport White Paper 2011
.) Directive on the framework for the deployment of Intelligent Transport Systems

Textbox 14 you have 342 characters (max. 1.000 characters)

Describe how your project relates to these **EU policies and regulations**.

.) Green Paper on Urban Mobility:
Due to limitations of the development of further infrastructure, ITSs applications represent an added value for an efficient mobility. With the improvement of ITS services, EDITS is taking up the topic of managing increased passenger transport with the means of ITS.
.) EU Action Plan on Urban mobility:
EDITS follows the objective of the development of national and regional multimodal journey planners with special regard to the use of harmonized multimodal traffic data as basis for a multimodal traffic information systems. Furthermore EDITS fosters the exchange of information and experience in the development and implementation of ITS services.
.) Action Plan for the deployment of Intelligent Transport Systems (ITS) in Europe:
EDITS in an answer to the whole Action Area 1 (Optimal use of road, traffic and travel data).

Here EDITS can contribute to the definition of procedures for the provision of EU-wide real-time traffic and travel information services as well as in the promotion of multimodal door-to-door journey planners.
.) INSPIRE (Infrastructure for Spatial Information in the European Community):
EDITS supports the possibility to combine seamless spatial data information from different sources across Europe and share it with many users and applications on different levels and scales.
.) Transport White Paper 2011:
ITS solutions as provided by EDITS are seen as a strong supporter for enabling major changes in transport.
.) Directive on the framework for the deployment of Intelligent Transport System:
One priority action of the ITS Directive is (a) the provision of EU-wide multimodal travel information services. Here EDITS can provide a starting point within CENTRAL EUROPE.

Textbox 15 you have 1743 characters (max. 2.000 characters)

Describe the compliance of your project with the relevant national polices of all participating countries.

Czech Republic: .) Transport Policy of the Czech Republic for the period 2005 – 2013: recently updated and adopted by the Czech Government in July 2011. Main objectives:
a) to implement standardized electronic data exchange system, b) to improve passengers information services by further upgrading of existing and/or by building of new comprehensive multimodal information
Austria: .) National ITS Action Plan: has been published in 11/2012. One of the key measures within this strategic document is provision of RTTI services on all transport modes.
.) GIP / GIP.GV / VAO: GIP and GIP.GV national projects that work on a multimodal nationwide graph of the transport system. VAO (Verkehrsauskunft Österreich) will use this graph to provide multimodal traveller information services.
Italy: .) P.O.R.E. (Progetto Opportunità delle Regioni in Europa - Project Opportunities for (the Italian)

Regions in Europe): launched the ELISA Programme in order to encourage the digitization of administration, ensure the sustainability of benefits for the citizens and the business sector, demonstrate the coherence between local actions and regional plans
.) Emilia-Romagna Region: PRIT (Regional Plan for Integrated Transport) is the main instrument of Transportation Planning and aims to improve intermodal transportation. EDITS could be an important instrument to manage the PRIT at local level in Modena's province.
.) Province of Modena: PTCP (Provincial Territorial Coordination Plan) - instrument to identify development policies with the objective of reducing the use of non-renewable resources and to promote the use of public transport.

Textbox 16 you have 1640 characters (max. 2.000 characters)

Describe the **innovative elements** of the project (benefits over and above the normal returns that beneficiaries would receive from a standard action or provision of services) in relation to the following degree(s): process-oriented innovation, goal-oriented innovation, context-oriented innovation.

.) Process-oriented Innovation: The EDITS project is contributing to process-oriented innovation as the EDITS concept incorporates a new innovative approach for the provision of multimodal trans-national Real-Time Traveller Information services to the individual end-users. The innovation lies in the design of the EDITS concept of inter-regional and trans-national exchange of harmonised multimodal traffic related information via the specification of commonly agreed EDITS GIPs and interfaces. The development of common tools for data integration and data exchange will facilitate the integration of additional data sources for improved provision of services – this extended use of ICT will increase the reliability, comprehensiveness and accessibility of the provided information and services.
.) Goal-oriented Innovation: The EDITS consortium is unanimously committed to an approach that sets the focus on the end-users (the individual traveller) rather than focusing on the

deployment of technology just for the sake of it. Through the co-operation within the EDITS project the individual project partners (e.g. authorities, operators) will be able to support the single travellers before and during their journeys within a region as well as across regions (including cross-border).
.) Context-oriented Innovation:
The cooperation of the EDITS partners from different governmental and administrative levels will result in close cooperation between different institutional levels of different countries. As examples from Austria have shown, this can facilitate and enrich the standardisation of existing processes in public administration (data/information exchange, maintenance of digital traffic networks, etc.). The cooperation within EDITS will furthermore foster and secure the quality of available information and work within the responsible institutions.

Textbox 17 you have 1869 characters (max. 2.000 characters)

2.2 Methodology

Describe the **approach and the methodology** (activities, their combination and sequence) that will be used to produce the intended outputs and results.

The EDITS Work-plan is split up into six different work packages (WP). The first two WP deal with the important and mandatory topics of project management and communication, knowledge management and dissemination. WP3 (System Specification) will start off with a State-of-the-Art-Analysis (Action 3.1.) that will focus on a trans-national comparison of existing data modelling methodologies and determination of the current state of the art of systems and services in each respective EDITS partner country. Furthermore a thorough screening of the relevant standards, legal frameworks and project results regarding data harmonization and exchange as well as a literature research on the end-user service requirements will take place. This State-of-the-Art analysis is a crucial first step in order to support the definition of the EDITS services (Action 3.2.) that are later going to be deployed by the partners within the project since EDITS aims to improve and enhance existing services and their

accessibility rather than to re-invent everything from scratch.
This is followed by the very core actions that specify and define the complete technical and organisational framework. This includes the specification of a System Architecture (Action 3.3.) that includes the definition and setup of the organisational framework for data harmonisation and exchange as well as the specification for the setup of regional and trans-national demonstration sites. In parallel the specification of the EDITS GIP and interfaces (Action 3.4. – the developed “EDITS tool”) to local systems will start. The specification of the EDITS GIP and interfaces will provide a multimodal transport graph that will be the basis for the provision of services. The specifications will ensure that already existing regional GIPs and systems can be adapted to the developed specifications of the EDITS GIP and will be able to exchange information between regions and cross-border through the application

of the specified EDITS GIP interface. In addition a Validation Plan (Action 3.5.) will be developed that will focus on the definition of system tests (including test criteria) and a demonstration plan including the design of the end-user survey and the assessment methodology.
WP4 deals with the overall system and service installation based on the specifications of WP3. This includes the actual development and adaptation of the end-user services including programming and hands-on tasks for the EDITS GIP and the required interfaces (Action 4.1.). This is followed by the system implementation phase (Action 4.2.) that covers the overall system and service installation at the operators' side. While Action 4.1. lays the foundation of the developed components Action 4.2. fills the system with "life and actual data" through the implementation of the regional EDITS GIPs and commonly agreed data and information exchange interfaces and communication protocols.

This is followed by the start of the demonstration phase within WP5 that will be conducted according to to the demonstration plan that is being developed and maintained in WP3. The demonstration is based in three main areas of demonstration in which specific Pilot Actions will take place: the Multimodal Transport Demonstration Area in the CENTROPE region, the Multimodal Transport Demonstration Area in Italy and the Individual Transport Demonstration Area Austria – Italy - Slovenia. Within the last WP6 another three actions will be performed regarding Assessment and Strategy. This includes the draft of a business plan and roll out strategy as well as the assessment of the performed user-survey and the formulation of recommendation to the relevant stakeholders.

Textbox 18 you have 3711 characters (max. 4.000 characters)

Outline **past and current initiatives** relevant to the project .

The EDITS concept has already raised awareness within the European Commission as an important topic and practice example how the problems in the transport sector can be dealt with. In particular the EDITS concept is mentioned as one of the key concepts within the Action Plan accompanying the European Union's Strategy for the Danube Region (Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions SEC(2010) 1490 final) where one of the key actions in priority area 1 (to improve mobility and multimodality) is focusing on the deployment of multimodal services.
Another important initiative that is relevant in the scope of EDITS is the EasyWay project (www.easyway-its.eu/) for Europe-wide ITS deployment on the main Trans-European Road Network (TERN) corridors. The main scope of EasyWay is to improve the situation on European roads,

concerning safety, mobility and environmental impact, by deploying harmonised ITS services. One of the key outcomes of EasyWay are Deployment Guidelines (DG) for coordinated deployment of Core European ITS Services in Europe. One of these DGs specifically focuses on the deployment of multimodal traveller information services in order to foster a modal shift towards more environmental-friendly transport modes as well as to more efficient network operation and better utilization of the transport infrastructure. Another relevant project is the SPIRIT initiative (www.eu-spirit.com/) that focuses on cross-border internet based traveller information services in the public transport domain. The SPIRIT concept is applied in mostly northern regions (e.g. Denmark, Northern Germany, Sweden, etc.) – an existing end-user service is provided by the Verkehrsverbund Berlin Brandenburg (http://euspirit.vbb-fahrinfo.de).

Textbox 19 you have 1849 characters (max. 2.000 characters)

Outline how the project will benefit from **lessons learned**.

The EDITS partners will bring in profound knowledge and know-how based on a vast amount of experience and lessons learned from previous projects. Combining the experience of motorway operators, public transport associations, Cities, Regions and other public authorities and partners spread out through CENTRAL EUROPE within EDITS will allow for the provision of truly multimodal and transnational traveller information services for the end-users. Facing the same problem as many other regions the partner VOR has decided five years ago to build up a common reference network digital graph (Graph integration platform – GIP) for their ITS services to be developed. The GIP should fulfil the requirements of all relevant users. Today, VOR base their applications on an interregional, multimodal traffic infrastructure network, consisting of the regional digital traffic networks edited and maintained by the administrative bodies of the sub regions. Only by acknowledging the fact that commonly used

and agreed interfaces need to be developed will allow for multimodal and transnational ITS services. The EDITS project is committed to continue this important process of harmonising and combining traffic related information (e.g. individual traffic information, public transport information, weather information, location based information) from the different project partners while also taking European legal frameworks and guidelines (like the European ITS Action Plan, ITS-Directive 2010/40/EU or EasyWay Deployment Guidelines) into account. In this respect also the lessons learned within the well-known EasyWay areas CONNECT and CORVETTE as well as within the scope of CENTROPE and the SPIRIT initiative will be facilitated in order to make use of past project results and synergies. A first event to share and discuss the different approaches is already planned for the ITS World Congress 2012 in Vienna where partners from EDITS and SPIRIT will organise a special session together.

Textbox 20 you have 1986 characters (max. 2.000 characters)

Links to Relevant initiatives	
Objective 1 and 2 Structural Fund programmes	☐
Territorial co-operation Programmes (transnational, interregional, cross-border)	☒
Regions for Economic Change	☐
Other Priority-relevant EU programmes (LIFE+, CIP, RTD programmes, etc.)	☒
Other initiatives	☐
Networks (research, interest groups, etc.)	☒

Describe the expected **constraints and risks** related to project implementation.

A risk is defined as any event which is likely to adversely affect the ability of the project to achieve the defined objectives. Risk monitoring and management is performed in direct contact with the core technical work of the project by the LP and the technical coordinators as defined within the partner agreement.
Previous experiences in the field of data exchange and provision of ITS services of the EDITS partners have shown that there are potential constraints mainly in the organisational dimension. Implementation risks include: a) Lack of willingness to cooperate between different administrative units (reluctance to share data that is considered to be valuable and costly, fear of liability in case of data errors, not sticking to defined specifications) can lead to information gaps and expensive efforts to overcome these --> The LP will (also in its role as WP3 Leader) ensure that the partners stick to commonly agreed procedures. Already in the preparation phase partners show the

commitment, therefore the partner selection helps to ensure proper cooperation.
b) Technical issues of compatibility between data production systems of different authorities --> already in the preparatory phase possible bottlenecks are identified – especially the WP3 system specifications will ensure technical compatibility. c) Legal problems concerning cross-authority information exchange cooperation and the publication of information --> all project partners are committed to exchange data & information. This will help to overcome potential legal problems. Additionally INSPIRE & PSI directives help to ensure information exchange.
d) Low user acceptance of high level sophisticated ITS applications --> the EDITS service definitions are based on a state of the art analysis which will ensure the focus on the requirements of the end-users (provision of tailor-made and very easily accessible and understandable applications and end-user services)

Textbox 21 you have 1953 characters (max. 2.000 characters)

How does the project ensure actual implementation? Indicate which **type(s) of action** the project intends to implement and quantify related core output indicators.

Type of Action	Core output indicators		No./Vol.
Joint transnational strategy and action plan	No. of strategies/policy documents developed/ improved	☒	1
	No. of strategies/policy documents implemented/adopted	☐	
Transnational tool development	No. of new tools developed	☒	1
	No. of new tools implemented	☒	1
	No. of trainings for new tools prepared or implemented	☐	
Joint management establishment	No. of permanent co-operations established	☐	
	No. of permanent management structures established	☐	
Investment preparation measures	Volume of investment prepared (in Euro)	☐	
	No. of jobs to be created through these investments	☐	
	Volume of private/public funds leveraged (in Euro)	☐	
Pilot Actions including investment	No. of Pilot Actions implemented (including Nr. of investments realised)	☒	6
	Volume of investment realised through Pilot Actions (in Euro)	☒	317.400,00
	No. of jobs created through Pilot Actions	☐	
Other			

Describe the chosen **type(s) of action for all core outputs. Please** ensure consistency with the summary table below (core outputs per Work package).

.) No. of strategies/policy documents developed/improved:
After the demonstration phase "Deliverable 6.3.1 EDITS stakeholder recommendation report" includes the EDITS recommendations to all relevant stakeholder based on the project results. It is expected that this strategic documents will form the basis for a further uptake and enhancement of the EDITS system.
.) No. of tools developed and implemented:
Output 3.4.1. “Specifications of the EDITS GIP and interface” will include the specifications for the preparation and/or setup of the regional EDITS GIPs and the definition of the EDITS data and information exchange interface. These specifications describe the new developed tool and will define the organisational and technical framework conditions and procedures for data exchange as well as for data harmonisation to enable cross-border multimodal traveller information services. Both will be

defined on a consensus basis resulting in a quasi-standard implemented by all EDITS partners.
.) No. of Pilot Actions implemented:
The feasibility of the developed tool will be demonstrated within six Pilots in accordance to the described geographic demonstration areas in WP5. The implementation of a distributed EDITS GIP-system and the exchange of information via agreed interfaces will form the basis for demonstrating interoperable cross-border and transnational traveller information end-user services.

Textbox 22 you have 1458 characters (max. 2.000 characters)

Summary of Section 3: Work Packages

WP1: Project management and coordination	
Strategic focus/main objectives	Sound project management and coordination
Responsible partner	AustriaTech - Federal Agency for technological Measures Ltd.
WP2: Communication, knowledge management and dissemination	
Strategic focus/main objectives	Ensure wide project promotion of output and results
Responsible partner	PP2: Central European Initiative - Executive Secretariat
WP3: System Specification	
Strategic focus/main objectives	Perform a State-of-the-Art analysis including the description of existing systems, user needs analysis, definition of an architecture and the organisational framework, specification of the EDITS GIP and Interface including the validation plan
Responsible partner	LP: AustriaTech - Federal Agency for technological Measures Ltd.
title of core outputs	Report on EDITS Service Definitions
	Specifications of the EDITS GIP and Interfaces
WP4: System and Service Setup and Installation	
Strategic focus/main objectives	Setup of EDITS Infrastructure and interfaces to local systems including missing components, implementation and/or adaption of system and end-user services including end-to-end testing of the EDITS services
Responsible partner	PP6: Public Transport association of the Eastern region of Austria / ITS Vienna Region
title of core outputs	Confirmation of the EDITS System Installation CENTROPE
	Confirmation of the EDITS System Installation IT
	Confirmation of the EDITS System Installation AT - IT - SI
WP5: Demonstration	
Strategic focus/main objectives	Demonstration and operation of the EDITS system in cross-border areas
Responsible partner	PP8: Coordination Center for Transport Development
title of core outputs	Final report on the CENTROPE demonstration
	Final Report on "Italy" Pilot
	Final Report on "Austria – Italy – Slovenia" Pilot
WP6: Assessment and Strategy	
Strategic focus/main objectives	Assessment of user acceptance, elaboration of a Business Plan and a long term roll-out strategy including recommendations to relevant stakeholders
Responsible partner	PP11: KORDIS JMK, plc.
title of core outputs	EDITS stakeholder recommendation

Does the project foresee an external **independent appraisal** (e.g.: peer review along the project implementation)?

The EDITS partners foresee a number of independent appraisal for the outputs of the EDITS project. In order to ensure that the outcomes of the project are in-line with the policies and requirements of the partner countries the national ITS organisations will play an important role for evaluation. The following organisations are going to be invited to review the project outputs with special focus on the core outputs:
.) ITS Austria
.) TTS Italia
.) ITS Hungary
.) S-ITS, Slovenian ITS Association
.) ITS Slovakia
.) ITS Czech Republic

In addition experts from the EasyWay Euro-Region CONNECT and the CENTROPE area will be invited for reviewing.

Textbox 23 you have 649 characters (max. 2.000 characters)

Describe - if foreseen by the project - activities of EU partners outside C.E. and the benefits for C.E.

As the data harmonisation issues conducted within the EDITS projects aim to be in line with the INSPIRE directive that is being coordinated by the European Commission INSPIRE Team (CT) it is foreseen to engage the CT. The feedback from the CT will ensure that EDITS will be in line with the INSPIRE regulation which is a crucial pre-requisite for a future take-up of the EDITS concept beyond the project's scope in the European Union.
In addition the EDITS consortium will actively engage the EasyWay Expert Study Group ESG1 for Europe-wide Traveler Information Continuity & Co-modality. This Expert Study Group is currently developing deployment guidelines for the harmonised Europe-wide deployment of Traveler Information services and could supply very valuable feedback that will ensure the provision harmonised and interoperable services within EDITS. Furthermore it is forseen to invite ERTICO as an organisiation who is highly specialised in Intelligent

Transport Systems and services to review the work done within EDITS. ERTICO provides a wide network of highly skilled professionals (representatives of public authorities, industry stakeholders, infrastructure operators etc.) who will provide valueable feedback in order to evaluate the work done within EDITS from a European perspective.

Textbox 24 you have 1299 characters (max. 2.000 characters)

2.3 The Sustainability and Knowledge Management

How will the **sustainability of the project achievements** be ensured (including ownership of project results)? Describe the further implementation process at institutional, financial and political level after the finalisation of the project.

The relevant outputs and information about added value and results of EDITS will be publicly available in order to allow access for interested experts and the broader public domain. The further implementation process after the finalisation of the project can be described in the following levels:
1) Financial sustainability: The EDITS concept shows a high grade of financial sustainability due to the fact that the majority of the project's work is based on existing infrastructure, equipment and operating environments. Therefore the revenues needed for follow up activities and the future operating costs of the services are not expected to exceed the funds that are currently available in the already existing regional administrations and schemes. 2) Institutional sustainability: The developed EDITS GIP and interface specifications will be publicly available (no Intellectual Property Rights) and will allow that existing institutional facilities and structures will stay in place and no

completely new setup will be required. All developed and implemented end-user services will be accessible to the end-users within the demonstration areas for free. The EDITS consortium commits itself to keep the EDITS demonstrations working for at least five years after the project ends. Improvements of the EDITS interfaces could be done based on additional service needs and/or new/changed user needs in order to ensure sustainability of the EDITS system. As the EDITS interfaces enable the exchange of data the actual ownership of the provided information of the regional partners will stay in their own jurisdiction.
3) Political sustainability: EDITS will be one of the pioneer projects that will provide end-users with multimodal real time traffic and travel information within CE. The EDITS concept is going to be promoted throughout Europe in order to make decision makers aware of the demonstrated benefits and achievements.

Textbox 25 you have 1930 characters (max. 2.000 characters)

How will the **transferability of the project results** be ensured? Describe how these results will be transferred and adopted in the programming and implementation of the relevant policies at local, regional, national and transnational level. How do you foresee the transfer of results beyond the partnership?

The EDITS concept has the potential to allow regional and transnational cooperation of administrative bodies at different levels in order to provide ITS services to the end-user within CENTRAL EUROPE. The demonstration of the capabilities and the assessed impacts within the EDITS community will be an enabling factor for the further take-up of innovative user oriented ITS services within Europe. The developed EDITS platform and interfaces for transnational exchange of traffic related information allow for a further deployment of harmonised RTTI and ITS services after the project based on the elaborated experience and assessment of the project results. In order to ensure the transferability of the project results a detailed business plan and a long-term roll out strategy will be developed within the EDITS project.

This includes a value chain analysis, business models, recommendations on organisational frameworks at regional level and a deployment plan of the EDITS system that will ensure the accessibility of results and recommendations beyond the partnership within the project's timeframe. In addition another result of the EDITS project will be a set of elaborated recommendations for the relevant stakeholders. This will include recommendations on the adoption of the necessary changes and contents of policies in order to ease and stimulate the further deployment of the EDITS concept at local, regional, national and transnational level.

Textbox 26 you have 1456 characters (max. 2.000 characters)

Describe the **knowledge management strategy** on ensuring to gather all the relevant and up-to-date information necessary for the success of the project and on the dissemination of this information to the partnership as well as target groups not directly involved in the partnership in a first step. Further on provide a strategy by outlining tools to promote the achieved new knowledge to relevant target groups.

The EDITS partners are characterized by profound experience and knowledge in the area of ITS and RTTI services due to prior participation in national and transnational projects. Through this active participation in previous and currently running national and transnational projects as well as the available access to transnational EU-wide information exchange platforms and networks the availability of State-of-the-Art knowledge is guaranteed within the EDITS partnership.
This State-of-the-Art knowledge that will be analysed at the beginning of the project will enable the EDITS project to foster the take-up of previous project results and key findings and efforts. The Communication Manager (WP2 leader) is in charge of all duties regarding external dissemination of knowledge and project results and will draft a Communication Strategy Plan in accordance with all project partners to identify the target communication channels for external communication in order to

secure a coherent communication strategy from the beginning of the EDITS project. Through the partnership agreement (Output 1.1.2) and the Project Management Handbook (Output 1.1.4) the LP will define the overall project structure and the different rules and procedures for a coherent strategy for internal communication. These rules will ensure the comprehensive management of the consortium including the internal sharing of knowledge and project outputs.

Textbox 27 you have 1431 characters (max. 2.000 characters)

Provide a description of the **external communication strategy** including different tools which are used to disseminate the relevant information, project outputs and results to different target groups (media, decision makers and stakeholders, end-users and other relevant target groups not directly involved in the project) and describe why the project is of added interest to the broader public.

EDITS will develop a dissemination strategy which will define how to promote the EDITS project results throughout Europe. The dissemination plan allows people who are not familiar with the details of the EDITS project management a clear overview of the project work and the provided documents. It enables also a comprehensible structure of the project deliverables. The dissemination plan will ensure that the results of the project are spread across a wide range of potential users.
To spread the results of the EDITS project dissemination activities on different levels are planned:
1) Dissemination Channels at two levels (Media Communication / Dissemination)
.) National channel: the involved partners will contribute to a national communication strategy. The Communication Manager being a network of national administrations from eighteen Central and Eastern European countries will facilitate its focal points in the different ministries of Transport and ICT.

.) European and non-EU Channel: This includes contact with the media and the importance to assure the visibility of the CENTRAL EUROPE Programme, the EDITS project as well as its findings.
2) Dissemination Tools - Non-media communication / dissemination and website
This covers the development of a project website including a Brand Image and a wide variety of features, different types of project brochures, newsletters, general folders and folders for specific project events, regular updates, etc.
3) Dissemination events:
Several dissemination events will be organised within the EDITS project. This could for instance be events at the Committee of the Regions or events at Open Days, participation of project partners in external relevant events for the dissemination of the project results and the cross fertilisation with other similar projects.

Textbox 28 you have 1818 characters (max. 2.000 characters)

Outreach to selected target group		No.
No. of entities of the public sector, administration addressed	☒	60
No. of entities of the private sector and related services addressed	☒	100
No. of research, technology development entities addressed	☒	100
No. of entities providing intermediary services and training addressed	☒	50
No. of interest groups addressed	☒	90

Will the project communication manager be sub-contracted? no

Specify contact details of the communication manager

Name	Mr	Bogdan Iustin	Birnbaum
Institution	Central European Initiative – Executive Secretariat		

Describe the experience and skills of the **Communication manager** (If subcontracted, please explain the degree of experience that will be requested).

Mr. Birnbaum has gained a solid experience in management of communication activities in two relevant CEI headed projects: South East Europe Transport Axis Cooperation (SEE programme) and ADRI-A (Italian Slovenian cross border cooperation) and has contributed to dissemination & communication activities of several projects. Skills: .) excellent communication & interpersonal skills, coordination of communication activities .) bilingual Italian-Romanian, Fluent EN,FR, basic DE .) time-management

Textbox 29 you have 498 characters (max. 500 characters)

2.4 The Partnership

Describe the **relevance of the chosen partnership** in relation to the aims of the project and its implementation. What are the common issues, interest and/or opportunities of the involved partners? Focus on the entire partnership. For the relevance of individual partners please refer to section 4.

The EDITS partnership reflects a very balanced and well mix of public authorities, transport authorities and experts with private institutional background. The consortium includes partners that represent local (cities), provincial, regional and the national level. All of the EDITS partners have different responsibilities within the transport system and therefore in consequence different requirements and opinions on what needs to be improved. Nevertheless the EDITS consortium as a whole has committed itself to deal with the problems of ever increasing traffic and the associated negative impacts. The project partners have launched several initiatives to tackle the known challenges (traffic safety, efficiency, environmental sustainability, etc.) with the help of technical innovations in the past, e.g. through Intelligent Transport Systems (ITS) that have been implemented to improve the accessibility to traffic information and the efficiency of traffic management.

The gathering of information about the state of the existing transport system on a regional and national basis was a central issue in order to deal with those challenges, however mostly limited to the single respective transport modes without providing multimodal traffic information. Currently the existing traffic information and services are often not in line with the requirements of the end-users and service providers. In addition the majority of the collected traffic related information and end-user services are limited to the local boundaries of the respective administrations and countries due to lack of interoperability and data exchange to the neighbouring regions. The EDITS partnership has identified that fostering interoperability and harmonisation of information exchange and end-user services is the crucial step to provide end-users with high quality services that support the single individual traveller before and during his journey within a region as well as across regions.

In order to achieve this common goal of the involved partners the goal lies in improving the accessibility of interoperable and multimodal Real Time Traffic and Travel Information (RTTI) services based on a Business-to-Business (B2B) framework between the EDITS operators and authorities. For the realisation of this goal the consortium shares the interest of having a commonly agreed approach within the CENTRAL EUROPE region to perform the exchange of traffic related data. This common interest will be realised by specifying and implementing the harmonised EDITS-GIP (Geographical-Integration-Platform) and EDITS interface for transnational RTTI service provision within each country. The EDITS-GIP manifests a huge potential of solving the integration problem that every partner is currently confronted with, namely the integration and merging process of all different kind of information sources (like geographic data, public transport schedules, real-time information

about the current traffic situation etc.) into one regional system for service-provision while ensuring interoperability to neighbouring and trans-national systems.
The big advantage and endorsed asset of the EDITS concept is that the project partners will improve already existing systems and services by adapting them to the specifications of the EDITS-GIP and interface. This is one of the key issues that all EDITS partners have in common and agree upon – meaning that that existing services and systems can remain in the responsibility of the single project partners and will simply be enhanced by the improvements within data exchange rather than developing a completely new stand-alone system that one could most likely not maintain and operate in the long-run after the project has ended.

Textbox 30 you have 3745 characters (max. 4.000 characters)

Identify and describe the relevant **stakeholders and key actors** and how they will be involved in the partnership.

As the main goal of EDITS is providing interoperable multimodal transnational traveller information services EDITS naturally targets several different stakeholders groups and key actors within the field of transportation.
This includes local (cities), regional and national authorities, national and regional road and public transport operators (e.g. motorway operators, public transport associations and providers), public and private Traffic Information Service providers (e.g. regional and national agencies that provide traffic information and TomTom or Garmin respectively) and of course the individual final end-users.
The participation of key stakeholders guarantees the dissemination of project results on the national and European level.

Moreover, these stakeholders will bring in their expertise during regular meetings with the EDITS project partners. As one of the outcomes of the EDITS project - as clearly defined within the work plan - are recommendations to the relevant stakeholders and key actors it is guaranteed that the results and contributions of EDITS will be visible and received by the stakeholders and general public during and after the project.

Textbox 31 you have 1174 characters (max. 2.000 characters)

What is the degree of transnational co-operation within the partnership? (tick at least one additonal option)

Joint development	☒
Joint implementation	☒
Joint staffing	☒
Joint financing	☒

Describe the selected degrees of transnational cooperation.

EDITS is clearly based on a joint development through transnational co-operation as the process of developing the concept and setting up the project has continuously been influenced by the partners. Clearly EDITS is also based on a joint implementation process as the complete concept is about transnational exchange of traffic related information for service provision that is based on the EDITS-GIP and interfaces which are specified by the EDITS partners. Joint staffing is also performed in EDITS, because the complete project management is performed for the entire consortium centrally and due to the fact that there is one common finance manager and one common communication manager for all participating partners. Additionally joint financing is done within EDITS – there will be one contract for the project resulting in one joint project budget.

Textbox 32 you have 854 characters (max. 1.000 characters)

In case of **sub-contracted activities** (coordination, financial management and communication excluded), explain the reasons why these activities cannot be implemented by the partnership with own resources.

Due to the fact that the majority of the EDITS partners are either public authorities and transport infrastructure operators the predominant focus of their work lies in the operative transport planning, management and overall design and operating of the transport system. The vast majority of the developed specifications and overall conceptual design is supplied by the EDITS partners themselves – however, when it comes to the physical implementation of the necessary technical components a lack of specific expertise in the setup of software and hardware installation might exist. This lack of sophisticated thematic support can easily be added by subcontracting specific dedicated tasks to external experts that will install the necessary software and hardware tools or, in some cases, will take part in the overall analysis, specification and implementation.

Textbox 33 you have 864 characters (max. 2.000 characters)

Describe the main **co-ordination and management structure** and the foreseen procedures including the decision-making process (e.g. composition of the project Steering Committee, its competences and procedures, the internal evaluation system) and how the day to day management will be organised. Provide a description of the management flow that you will also illustrate in a flow chart to be attached to the Application Form. The description of the management structure has to include roles and responsibilities of partners too.

The management of EDITS will be carried out by three major bodies guaranteeing efficient handling of all project administrative affairs: Steering Committee, Project Coordination, Project Management Team.
.) The top-level body for decisions within EDITS is the Project Steering Committee (SCOM). The SCOM represents the legal body of the project and is responsible for the policy and administration aspects. It is chaired by the Project Coordinator. The SCOM decides on the goals, the strategic direction, overall plans, and oversees the progress of the project in reference to the agreed objectives and schedule. The SCOM gives advice or confirmation to the Project Coordination, as far as legal aspects, contractual aspects with the JTS and between partners and financial aspects are concerned. The SCOM has an important role in the promotion of the project, and for the integration of the project actions into national planning processes. The SCOM works through consensus where one SCOM member

or his substitution per partner has voting rights. .) The Project Coordination of EDITS is done by the Lead Partner and has to deal with the following characteristics: coordination of the partners, time schedule, project budget, spread over partners and activities, progress monitoring over content, evaluation of progress in content vs. effort spent, risk scenario activities, quality management, escalation procedures for non performing partners (time & content), active communication to the JTS, etc. .) The single Work Package Leaders form the Project Management Team (PMT). The PMT is a decision body responsible to take necessary measures for a successful project progress and development of EDITS. The PMT is responsible for the coordination of activities within and between the single work packages, detailed planning of the work packages (individual action descriptions), drafting of work package report, drafting administrative progress reports, taking exploitation scenarios into account.

Textbox 34 you have 1996 characters (max. 2.000 characters)

Provide an overview of the project's **internal communication**, outlining how the communication flow within the partnership will be established and the tools that will be used.

It has to be ensured that all members have access to the same relevant information at the same point of time, that everybody knows the same status of development of EDITS, that information is equally fast transmitted to all partners, that the rules of behaviour are obeyed, that consistent formats and communication procedures are used, and that the transmitted information minimises overload, is fast accessible and reduced to the essential. To meet these challenges and minimise errors an online EDITS Portal is foreseen to be implemented. An internet portal will be established to ensure and ease efficient and continuous communication within the complete consortium. The portal will be accessible for a definite amount of persons registered on the portal. All partners will be able to read documents stored in the portal and upload documents to the portal to easily make them available for all portal users.

All deliverables and reports have to be sent to the coordinator who is responsible to share them with the other project members. In most cases the documents will be published on the portal. Regular scheduled meetings are the SCOM meetings and the PMT meetings organised by the coordinator. The SCOM meeting shall take place at least once a year. The PMT meeting shall take place at least once every six month. In the starting phase of the project a higher frequency might be necessary. When the project is already running instead of face to face meetings also phone conferences will complement quarterly meetings. Minutes have to be composed from every official meeting held and made accessible to the consortium via the portal. The coordinator will regularly update the consortium members via e-mail about the news and ongoing events within EDITS and the surroundings.

Textbox 35 you have 1782 characters (max. 2.000 characters)

Will the project coordination and management be sub-contracted? no

Specify the contact details of the Project Manager/Coordinator.

Name	Mr	Martin	Böhm
Institution	AustriaTech - Federal Agency for technological Measures Ltd.		

Describe the experience and skills of the **Project manager / Coordinator** (If subcontracted, please explain the degree of experience that will be requested).

Martin Böhm is Head of Unit ITS deployment at AustriaTech. He has been involved in the organisation and execution of several research and development projects, co-funded by the European Commission. He chaired the EasyWay Secretariat in 2010 and is currently involved in the project coordination of the EC funded projects In-Time and 2DECIDE. He holds a Master in Geography as well as in Traffic Telematics Management. Prior he was employed by NAVTEQ Austria, responsible for the map quality of the Austrian navigable GIS database.

Textbox 36 you have 530 characters (max. 1.000 characters)

Describe the **finance management structure** and the foreseen procedures including the financial monitoring system and how the day to day finance management will be organised. The description of the finance management structure has to include roles and responsibility of partners too.

The Financial Coordinator as well as the Project Coordinator will receive progress reports from all partners, which will include the use of resources for the reporting to the JTS as defined within the CE regulations. This data includes: .) Name of Staff carrying out the work including the months he/she worked on single tasks within the reporting period. This needs to include the related financial information too; .) Description of achievements and activities carried out in EDITS and related equipment/external costs; .) Project meetings/conferences attended during the reporting period. Here travel costs need to be reported too; .) Also changes in personnel need to be reported to the LP; .) Besides the performed work also the occurred problems within this quarter need to be reported; The LP will use this information for his reporting to the JTS which will be done twice a year and he will issue a warning if he feels that the work is being delayed and that this will affect other actions.

Textbox 37 you have 998 characters (max. 1.000 characters)

Will the finance management be sub-contracted? no

Specify the contact details of the Finance Manager.

Name	Mr	Robert	Scharnhorst
Institution	AustriaTech - Federal Agency for technological Measures Ltd.		

Describe the experience and skills of the **Finance Manager** (If subcontracted, please explain the degree of experience that will be requested).

Robert Scharnhorst is working for more than 2 years at AustriaTech. Before that he was Head of Finance at an industrial company with three plants in Austria and CEE. He has an university degree in business administration. He has a lot of experiences in cost accounting and project controlling and is responsible for the book keeping, reporting and the annual balance statement.

Textbox 38 you have 378 characters (max. 1.000 characters)

Information on Associated Institutions

If applicable, please list all institutions that will support the operation without financially contributing to it. Clearly relate them to one of the official partners of the operation.

No	Name of Institution	Partner	Country	Region
1	Municipality of Brno, Transportation department, CZ	PP6: Public Transport associatio	Austria	Wien
2	Warsaw Transport Authority (ZTM), PL	PP6: Public Transport associatio	Austria	Wien
3	TPS Transport Planning Service, IT	PP6: Public Transport associatio	Austria	Wien
4	Liguria region, IT	PP6: Public Transport associatio	Austria	Wien
5	5T Telematic Technologies for Transport/Traffic Turin, IT	PP6: Public Transport associatio	Austria	Wien
6	Senate Department of Urban Development, Berlin	LP: AustriaTech - Federal Agenc	Austria	Wien
7	City of Stuttgart	PP6: Public Transport associatio	Austria	Wien
8	Piedmont Region	PP6: Public Transport associatio	Austria	Wien
9	Emiglia Romagna Region, IT	PP5: Province of Ferrara -Techn	Italia	Emilia-Romagna
10	Ministry of Transport, Czech Republic	LP: AustriaTech - Federal Agenc	Austria	Wien
11	Ministry of Transport, Posts and Telecommunications, Slovakia	LP: AustriaTech - Federal Agenc	Austria	Wien
12	Ministry of Transport, Slovenia	LP: AustriaTech - Federal Agenc	Austria	Wien
13	Ministry of Infrastructure and Transport, Italy	LP: AustriaTech - Federal Agenc	Austria	Wien
14	Ministry of Transport, Telecommunication and Energy, Hungary	LP: AustriaTech - Federal Agenc	Austria	Wien
15	Ministry of Transpor, Slovenia	LP: AustriaTech - Federal Agenc	Austria	Wien

16	Verkehrsverbund Berlin-Brandenburg	LP: AustriaTech - Federal Agenc	Austria	Wien
17	Výskumný ústav dopravný,a.s. (Slovenia)	LP: AustriaTech - Federal Agenc	Austria	Wien
18	Autovie Venete	LP: AustriaTech - Federal Agenc	Austria	Wien
19	Veneto Region – Logistics Unit	LP: AustriaTech - Federal Agenc	Austria	Wien
20	DARS, Motorway Company in the Republic of Slovenia	LP: AustriaTech - Federal Agenc	Austria	Wien
21				

Section 2: Project outline

2.5 Investment

Investment 4.1					
Software licences for setup					
Responsible Partner	PP4: Province of Modena				
Budget					24.000,00 €
Specify the start and end date.	Start date		End date		Duration (months)
	6	2013	6	2014	13

Provide a short description of preparatory steps for the investment (e.g. feasibility study, environmental impact assessment, contacts to decision makers, etc) already carried out.

Province of Modena has already a good experience and also a technological infrastructure about GIS system based in particular on territorial information. This technological infrastructure has to be improved to realise an EDITS GIP and will be integrated with mobility information.
Province of Modena also owns the mobility and public transport Agency that will be able to provide this kind of information indispensable for EDITS, with a focus for public transport routes and timetables and traffic congestion information based on time series.
The pilot project will cover main streets of Modena's province (national streets and provincial streets).
The new EDITS GIP will represent a common platform for Provincia of Modena and mobility Agency that will implement a possibility to access to common data that at the moment does not exists.

Textbox 99 you have 838 characters (max. 2.000 characters)

Outline the characteristics of the investment by ticking at least 3 of the boxes below:

Form part of or be the result of transnational project co-operation	☒
Have a transnational effect	☐
Create a physical link or a functional connection between regions	☒
Have a demonstrating/model or pilot character being jointly strived for and evaluated by the partners.	☒

Provide an overall description of the proposed investment and specify the chosen **characteristic of the investment**. Provide also a **split** of costs related to the proposed investment. Should works be involved, include costs for manpower and for construction materials separately. Specify also any good and/or service supplied in the framework of the proposed investment, providing as well its quantification.

In order to provide the services for the end-user (as specified in WP3) some investments in hardware and software for setting up a regional EDITS GIP are necessary.
The detailed specification for the hard- and software depends on the results of WP3. Therefore only a rough overview on the main characteristics of the investments can be provided at the moment.
Investments in three major components are expected: setting up the database, regional EDITS GIP server, regional EDITS GIP interfaces
For the set up: investments in hardware are necessary (server hardware for running the database, application server, Client hardware), as well as in software (e.g. GIS software licenses where necessary, database software, system software for the servers, software for setting up interfaces to existing systems, software for the transnational exchange of information, etc.)

.) Investment for application server and operative system 7.000 €
.) GIS software licenses 8.000 €
.) Clients hardware and operative system 3.000 €
.) Data base licenses 2.000 €
.) Interfaces to existing systems and exchange of information: € 4.000 €

Textbox 100 you have 1118 characters (max. 3.000 characters)

Who is benefiting?

Who is (financially, content-wise) benefiting from this Investment?

The investment is necessary for the set-up of the systems (WP4) and therefore for the demonstration in WP 5.
On the first level the partners and end-users in the demonstration area are benefitting from this investment (Demonstration Area 2 - Italy), on the second level the consortium as a whole.

Textbox 101 you have 297 characters (max. 1.000 characters)

Expected Impact

Specify the expected impact this investment will have in particular on different (policy) levels (i.e. local, regional, national and transnational level). Explain how you are going to use your investment in order to meet the Work package's objective.

The investments are necessary for the set-up of the user services and the regional EDITS GIP to ensure the exchange and provision of relevant (multimodal/interoperable/real-time/cross-regional/cross-border) traveller information in order to achieve the main EDITS objectives.
The investments will ensure the setup of the pilot action in Demonstration Area 2.

Textbox 102 you have 359 characters (max. 2.000 characters)

Transnational added value

What is the transnational added value of the investment and how is it embedded in transnational cooperation?

The main goal to achieve cross-border traveller information (multimodal, interoperable) can only be achieved by step by step demonstrations. This investment (to ensure the cross-regional co-operation and create the physical connection) will allow the setup of the EDITS-GIP and interfaces and is therefore vital for allowing potential transnational exchange of information.

Textbox 103 you have 373 characters (max. 2.000 characters)

Sustainability

Provide explanations on the strategy/plan to technically and financially sustain the investment after the end of co-financing. Describe any kind of leverage effects or follow up activities.

EDITS GIP represents an opportunity to create an integrated tool for managing GIS and mobility data that at the moment does not exists and will be useful to the Province of Modena, mobility and public transport Agency, Municipality of Modena etc.
It will be completely integrated with the actual GIS infrastructure of Provincia di Modena. Due to this centrality of EDITS GIP it will be in the interest of each partner to keep the platform updated and running. The services will be available for at least five years after the EDITS projects ends, but are subject to possible updating and enhancement.

Textbox 104 you have 603 characters (max. 2.000 characters)

Investment 4.2

This equipment costs are for Hardware as well as software licenses.

Responsible Partner	PP6: Public Transport association of the Eastern region of Austria / ITS Vienna Region				
Budget	40.000,00 €				
Specify the start and end date.	Start date		End date		Duration (months)
	6	2013	6	2014	13

Provide a short description of preparatory steps for the investment (e.g. feasibility study, environmental impact assessment, contacts to decision makers, etc) already carried out.

VOR/ITS Vienna Region operate the traffic information services www.vor.at and www.anachb.at, which cover the federal provinces Vienna, Lower Austria and Burgenland. Whereas vor.at focuses on public transport and pedestrian information, anachb.at provides intermodal routing for public transport and individual transport as well as a traffic situation image for motorized traffic. The services are hosted on a cluster of virtual servers - only heavy load applications are hosted on physical machines. ITS Vienna Region integrates the GIP data of Vienna, Lower Austria and Burgenland into one central GIP for the Vienna Region. Therefore, ITS Vienna Region is also operating a GIP server and a GIP client in production and test environment. Timetables, adresses, static and dynamic POI are matched onto the GIP and exported into the routing applications, which are products of the company Mentz Datenverarbeitung GmbH. The GIP database is embedded in an Oracle Cluster.

The traffic situation image is calculated using real-time-data from detectors, traffic messages by partners and software of the companies PTV AG (VISUM) and Austrian Institute of Technology AIT (FLEET).

The new data (GIP, timetables, POI,…) provided by the EDITS project partners will basically be integrated in the existing databases and systems. However, extensions of the existing system will become necessary, depending on the results of WP3.

Textbox 105 you have 1415 characters (max. 2.000 characters)

Outline the characteristics of the investment by ticking at least 3 of the boxes below:

Form part of or be the result of transnational project co-operation	☒
Have a transnational effect	☒
Create a physical link or a functional connection between regions	☒
Have a demonstrating/model or pilot character being jointly strived for and evaluated by the partners.	☒

Provide an overall description of the proposed investment and specify the chosen **characteristic of the investment**. Provide also a **split** of costs related to the proposed investment. Should works be involved, include costs for manpower and for construction materials separately. Specify also any good and/or service supplied in the framework of the proposed investment, providing as well its quantification.

In order to provide the services for the end-user (as specified in WP3) some investments in hardware and software for setting up/adapting to a regional EDITS GIP are necessary.
The detailed specification for the hard- and software depends on the results of WP3. Therefore only a rough overview on the main characteristics of the investments can be provided at the moment.
Investments in three major components are expected: setting up the database, regional EDITS GIP server, regional EDITS GIP interfaces
For the set up: investments in hardware are necessary (server hardware for running the database, application server, Client hardware), as well as in software (e.g. GIS software licenses where necessary, database software, system software for the servers, software for setting up interfaces to existing systems, software for the transnational exchange of information, etc.)

Moreover, depending on the results of WP3, the existing software used for providing the VOR/ITS services will have to be extended. For example, all system components will have to deal with a new encoding, or an extension of the data bug reporting systems will become necessary to fit the EDITS requirements.
.) Investment for the extension of the SAN: 3.000€
.) Investment for the extension of the virtual environment; 5.000€
.) Additional GIS software licenses dependent on workload; 2.000€
.) Implementation of interfaces, import/export; 10.000€
.) Extension of existing software due to additional EDITS data and services, e.g. new encoding, integration of new data sources, offer of new routing functionality, reporting tool for data bugs: 20.000€

Textbox 106 you have 1632 characters (max. 3.000 characters)

Who is benefiting?

Who is (financially, content-wise) benefiting from this Investment?

The investment is necessary for the set-up of the system (WP4) and therefore for the demonstration in WP 5.
On the first level the partners and end-users within the demonstration area are benefitting from this investment (Demonstration Area 1 - CENTROPE), on the second level the consortium as a whole.

Textbox 107 you have 303 characters (max. 1.000 characters)

Expected Impact

Specify the expected impact this investment will have in particular on different (policy) levels (i.e. local, regional, national and transnational level). Explain how you are going to use your investment in order to meet the Work package's objective.

The investments are necessary for the set-up of the user services and the regional EDITS GIP to ensure the exchange and provision of relevant (multimodal/interoperable/real-time/cross-regional/cross-border) traveller information in order to achieve the main EDITS objectives.
The investments will ensure the setup of the pilot action in Demonstration Area 1.

Textbox 108 you have 359 characters (max. 2.000 characters)

Transnational added value

What is the transnational added value of the investment and how is it embedded in transnational cooperation?

The main goal to achieve cross-border traveller information (multimodal, interoperable) can only be achieved by step by step demonstrations. This investment (to ensure the cross-regional co-operation and create the physical connection) will allow the setup of the EDITS-GIP and interfaces and is therefore vital for allowing transnational exchange of information.

Textbox 109 you have 363 characters (max. 2.000 characters)

Sustainability

Provide explanations on the strategy/plan to technically and financially sustain the investment after the end of co-financing. Describe any kind of leverage effects or follow up activities.

The new data sources provided by EDITS will be integrated in the existing services operated by VOR/ ITS Vienna Region. VOR/ITS Vienna Region already have a lot of know-how in operating these kind of services. The seamless integration will ensure the continuous development in an approved environment. The services will be available for at least five years after the EDITS projects ends, but are subject to possible updating and enhancement.

Textbox 110 you have 440 characters (max. 2.000 characters)

Investment 4.3					
Hard- and Software for the implementation of an EDITS GIP.					
Responsible Partner	PP7: City of Bratislava				
Budget					42.000,00 €
Specify the start and end date.	Start date		End date		Duration (months)
	6	2013	6	2014	13

Provide a short description of preparatory steps for the investment (e.g. feasibility study, environmental impact assessment, contacts to decision makers, etc) already carried out.

An initial data availability analysis has been conducted by PP7-Bratislava city. PP7 has at its disposal a road network covering higher class roads and municipality roads for the whole area of the City, including the roads/highways connecting Bratislava to Vienna/Brno regions (data from a previous project - noise emission map). Still, a need has been identified to acquire a data set which would include one-way streets and turning-directions (attributes important for routing) and a more modern and up-to-date map background. In a similar way Vienna, Lower Austria and Burgenland began their succesfull efforts on implementing the first GIP, by mixing public and commercial data with the goal to substitute commercial data with public data with time, using the GIP.

Instead of a data set, also a field survey could deliver most missing data. Additional reasonig behind the investment proposal is that at this moment the road network data owned by Bratislava is partially outdated (2006) and should be revised, based on a more recent data set. In addition to road data, time-tables of the Bratislava public transport, including public transport stops, should be available.

Textbox 111 you have 1174 characters (max. 2.000 characters)

Outline the characteristics of the investment by ticking at least 3 of the boxes below:

Form part of or be the result of transnational project co-operation	☒
Have a transnational effect	☒
Create a physical link or a functional connection between regions	☒
Have a demonstrating/model or pilot character being jointly strived for and evaluated by the partners.	☒

Provide an overall description of the proposed investment and specify the chosen **characteristic of the investment**. Provide also a **split** of costs related to the proposed investment. Should works be involved, include costs for manpower and for construction materials separately. Specify also any good and/or service supplied in the framework of the proposed investment, providing as well its quantification.

In order to provide the services for the end-user (as specified in WP3) some investments in hardware and software for setting up a regional EDITS GIP are necessary.
The detailed specification for the hard- and software depends on the results of WP3. Therefore only a rough overview on the main characteristics of the investments can be provided at the moment.
Investments in three major components are expected: setting up the database, regional EDITS GIP server, regional EDITS GIP interfaces
For the set up: investments in hardware are necessary (server hardware for running the database, application server, Client hardware), as well as in software (e.g. GIS software licenses where necessary, database software, system software for the servers, software for setting up interfaces to existing systems, software for the transnational exchange of information, etc.)

Due to the experiences with the existing GIP in Austria the following minimum requirements are expected (might need to be changed due to the results of WP 3):
Server (expected approximate investment-costs for the hardware and server operating software with an initial maintanence plan - **10.000** Euro): .) 2-4 CPUs ~ 2,5-3 GHz, .) 6-12 GB RAM with ECC, .) 40-80 GB free storage space, .) dedicated equipment, .) fast HDDs, split for operating system and application, .) operating system: (from Windows Server 2003 R2 32/64 Bit up to Windows 7 32/64 Bit) - NOTE: PP7-Bratislava city also considers the option of a server provision via a data center (EDITS-GIP would be provided as SaaS - Software as a Service), if the WP3 result show this option to be more viable. Under this option the Server costs might move from Investment to External Expertise (JTS recommendation on this is welcome). Client (approximately **5 workstations** with monitors, altogether for ca. **5.000 Euro**):

.) 2-4 CPUs ~ 2-3 GHz, .) 2-4 GB RAM with ECC, .) 1-2 GB free storage space, .) network connection: minimum 10-50 Mbit to the server(s), .) operating system: (from Windows XP SP2/SP3 up to Windows 7 32/64 Bit). The partners, due to their individual state-of-the-art and the installation and demonstration requirements, either have to invest in software, hardware or both. This investment for PP7 includes investments in hardware (see above) as well as in software (expected **software/licence costs** of **7.000 Euro** in addition to hardware). For setting up a small-scale pilot project on real-time traffic data collection an investment of ca. **10.000 Euro** is expected, which will be used for providing **information about actual traffic situation** in the city. Resulting from the preparatory internal data analysis an investment of ca.**10.000 Euro** into data acquirement will be necessary. This can be an acquisition of a ready-to-use **data set (TomTom/Navteq/other provider) or a payment for a GPS field survey**.

Textbox 112 you have 2840 characters (max. 3.000 characters)

Who is benefiting?

Who is (financially, content-wise) benefiting from this Investment?

The investment is necessary for the set-up of the system (WP4) and therefore for the demonstration in WP 5.
On the first level the partners and end-users (public transport passengers, motorists, cyclists, pedestrians...) within the demonstration area are benefitting from this investment (Demonstration Area 1 - CENTROPE), on the second level the consortium as a whole.

Textbox 113 you have 370 characters (max. 1.000 characters)

Expected Impact

Specify the expected impact this investment will have in particular on different (policy) levels (i.e. local, regional, national and transnational level). Explain how you are going to use your investment in order to meet the Work package's objective.

The investments are necessary for the set-up of the user services and the regional EDITS GIP to ensure the exchange and provision of relevant (multimodal/interoperable/real-time/cross-regional/cross-border) traveller information in order to achieve the main EDITS objectives.
The investments will ensure the setup of the pilot action in Demonstration Area 1.

Textbox 114 you have 359 characters (max. 2.000 characters)

Transnational added value

What is the transnational added value of the investment and how is it embedded in transnational cooperation?

The main goal to achieve cross-border traveller information (multimodal, interoperable) can only be achieved by step by step demonstrations. This investment (to ensure the cross-regional co-operation and create the physical connection) will allow the setup of the EDITS-GIP and interfaces and is therefore vital for allowing transnational exchange of information.

Textbox 115 you have 363 characters (max. 2.000 characters)

Sustainability

Provide explanations on the strategy/plan to technically and financially sustain the investment after the end of co-financing. Describe any kind of leverage effects or follow up activities.

As the EDITS GIP and interfaces will be implemented upon existing regional/local systems the sustainability is ensured as it is in the interest of each partner to keep the platform updated and running. The services will be available for at least five years after the EDITS projects ends, but are subject to possible updating and enhancement. During the project the partner will develop new competences, in order to ensure the sustainability of the EDITS system, services and follow-up activities for the time after the project.

Textbox 116 you have 527 characters (max. 2.000 characters)

Investment 4.4

Equipment costs for Hard- and Software.

Responsible Partner	PP11: KORDIS JMK, plc.				
Budget					8.000,00 €
Specify the start and end date.	Start date		End date		Duration (months)
	6	2013	6	2014	13

Provide a short description of preparatory steps for the investment (e.g. feasibility study, environmental impact assessment, contacts to decision makers, etc) already carried out.

KORDIS JMK as the co-ordinator of the public transport possess timetables data of all kinds of public transport in the Southern Moravia Region - Brno Public Transport, Regional Buses, Trains. As well it possess stops GPS localisation and the real time vehicle positions in the whole region. All of these data are computed on its own servers and specially developed SW. It is possible to export the data into an open format which can be used for mutual data exchange. We are discussing with out partners in Austria (VOR) the possible data exchange for better cross border regional connectivity and journey planners already for several years. As well we got already in contact with our partners from Slovakia, who are going to establish the integrated public transport in Bratislava Region. In Brno we have discussed with our partner Brnenské komunikace the possibilities to add some other data to the common interface and to use our real time data for the expected activities of Brnenské

komunikace included in this project. As one of the most important barriers for cross border public transport connection we consider the separation of Southern Moravian and Austrian public transport system information. The newly developed equipment will serve for timetable data exchange between VOR and KORDIS. Afterwards we will be able to add these data into the existed journey planners and offer better information on cross border transport possibilities for our customers.

Textbox 117 you have 1464 characters (max. 2.000 characters)

Outline the characteristics of the investment by ticking at least 3 of the boxes below:

Form part of or be the result of transnational project co-operation	☒
Have a transnational effect	☒
Create a physical link or a functional connection between regions	☒
Have a demonstrating/model or pilot character being jointly strived for and evaluated by the partners.	☒

Provide an overall description of the proposed investment and specify the chosen **characteristic of the investment**. Provide also a **split** of costs related to the proposed investment. Should works be involved, include costs for manpower and for construction materials separately. Specify also any good and/or service supplied in the framework of the proposed investment, providing as well its quantification.

In order to provide the services for the end-user (as specified in WP3) some investments in hardware and software for setting up a regional EDITS GIP are necessary. The detailed specification for the hard- and software depends on the results of WP3. Therefore only a rough overview on the main characteristics of the investments can be provided at the moment. Investments in three major components are expected: setting up the database, regional EDITS GIP server, regional EDITS GIP interfaces. For the set up: investments in hardware are necessary (server hardware for running the database, application server, Client hardware), as well as in software (e.g. GIS software licenses where necessary, database software, system software for the servers, software for setting up interfaces to existing systems, software for the transnational exchange of information, etc.) The equipment necessary for successful project implementation will consists of following parts:

Hardware: 1) Server for communication and data processing incl. system and SW (2000 €)
Its task is to serve like a hub / interface for services operated by other project partners and in the future as well for possible other partners. It will be connected to existing services in our company but due to the security reasons it is necessary to process the services for other partners separately.
2) Necessary components for outer communication - routers, etc. (1000 €)
3) SW for transforming and up/downloading existing data into the developed interface (5000 €)
This SW will be responsible for transforming the timetable data, real time vehicle positions, stops GPS positions and other possible information into the common interface. At the same moment it should download and transform the data from the common interface into the format used in KORDIS's systems.

Textbox 118 you have 1826 characters (max. 3.000 characters)

Who is benefiting?

Who is (financially, content-wise) benefiting from this Investment?

The investment is necessary for the set-up of the system (WP4) and therefore for the demonstration in WP 5.
On the first level the partners and end-users within the demonstration area are benefitting from this investment (Demonstration Area 1 - CENTROPE), on the second level the consortium as a whole.

Textbox 119 you have 303 characters (max. 1.000 characters)

Expected Impact

Specify the expected impact this investment will have in particular on different (policy) levels (i.e. local, regional, national and transnational level). Explain how you are going to use your investment in order to meet the Work package's objective.

The investments are necessary for the set-up of the user services and the regional EDITS GIP to ensure the exchange and provision of relevant (multimodal/interoperable/real-time/cross-regional/cross-border) traveller information in order to achieve the main EDITS objectives.
The investments will ensure the setup of the pilot action in Demonstration Area 1.

Textbox 120 you have 359 characters (max. 2.000 characters)

Transnational added value

What is the transnational added value of the investment and how is it embedded in transnational cooperation?

The main goal to achieve cross-border traveller information (multimodal, interoperable) can only be achieved by step by step demonstrations. This investment (to ensure the cross-regional co-operation and create the physical connection) will allow the setup of the EDITS-GIP and interfaces and is therefore vital for allowing transnational exchange of information.

Textbox 121 you have 363 characters (max. 2.000 characters)

Sustainability

Provide explanations on the strategy/plan to technically and financially sustain the investment after the end of co-financing. Describe any kind of leverage effects or follow up activities.

As the EDITS GIP and interfaces will be implemented upon existing regional/local systems the sustainability is ensured as it is in the interest of KORDIS to keep the platform updated and running. KORDIS is the publicly funded coordinator of public transport in the Southern Moravia Region. Already since 9 years it has been responsible for establishing timetables, processing the data for national journey planner, for direct managing the vehicle flows and for other similar projects. The cross border interchange and information is only a little part of its work activities but is the missing part of them. KORDIS has already available the skilled staff who are responsible for data processing. Therefore it is ensured that the above mentioned activities can and will be continued in the future. The services will be available for at least five years after the EDITS projects ends, but are subject to possible updating and enhancement.

Textbox 122 you have 936 characters (max. 2.000 characters)

Investment 4.5					
Equipment costs for Hard- and Software.					
Responsible Partner	PP12: ASFINAG Maut Service GmbH				
Budget					45.000,00 €
Specify the start and end date.	Start date		End date		Duration (months)
	6	2013	6	2014	13

Provide a short description of preparatory steps for the investment (e.g. feasibility study, environmental impact assessment, contacts to decision makers, etc) already carried out.

Currently the IT system architecture is updated to reflect latest developements and ensure a uniform set of information and a uniform user interface towards the users in future converged information services. This work will be finalised by 03/2013. Based on this the improvements, further work will be performed to enable EDITS objectives and service as described.

Textbox 123 you have 364 characters (max. 2.000 characters)

Outline the characteristics of the investment by ticking at least 3 of the boxes below:

Form part of or be the result of transnational project co-operation	☒
Have a transnational effect	☒
Create a physical link or a functional connection between regions	☒
Have a demonstrating/model or pilot character being jointly strived for and evaluated by the partners.	☒

Provide an overall description of the proposed investment and specify the chosen **characteristic of the investment**. Provide also a **split** of costs related to the proposed investment. Should works be involved, include costs for manpower and for construction materials separately. Specify also any good and/or service supplied in the framework of the proposed investment, providing as well its quantification.

In order to provide the services for the end-user (as specified in WP3 and WP5) some investments in hardware and software for setting up/adapting to a regional EDITS GIP are necessary.
The detailed specification for the hard- and software depends on the results of WP3. Therefore only a rough overview on the main characteristics of the investments can be provided at the moment.
Investments in three major components are expected: setting up the database, regional EDITS GIP server, regional EDITS GIP interfaces.
For the set up: investments in hardware are necessary (server hardware for running the database, application server, Client hardware), as well as in software (e.g. GIS software licenses where necessary, database software, system software for the servers, software for setting up interfaces to existing systems, software for the transnational exchange of information, etc.)

The following implementations are necessary to adopt the existing ASFINAG system/ services to fullfill the EDITS vision (based on the experiences with the existing GIP) expected:
.) Set up of standardised GIP-interface within the pilot regions (15.000€)
.) Set up of DATEX interfaces for dynamic information (15.000€)
.) Server Hardware (15.000€)

Textbox 124 you have 1237 characters (max. 3.000 characters)

Who is benefiting?

Who is (financially, content-wise) benefiting from this Investment?

The investment is necessary for the set-up of the system (WP4) and therefore for the demonstration in WP 5.
On the first level the partners and end-users within the demonstration area are benefitting from this investment (Demonstration Area 1 - CENTROPE and Demonstration Area 3 - Austria-Italy-Slovenia), on the second level the consortium as a whole.

Textbox 125 you have 353 characters (max. 1.000 characters)

Expected Impact

Specify the expected impact this investment will have in particular on different (policy) levels (i.e. local, regional, national and transnational level). Explain how you are going to use your investment in order to meet the Work package's objective.

The investments are necessary for the set-up of the user services and the regional EDITS GIP to ensure the exchange and provision of relevant (multimodal/interoperable/real-time/cross-regional/cross-border) traveller information in order to achieve the main EDITS objectives.
The investments will ensure the setup of the pilot action in Demonstration Area 1 and 3.

Textbox 126 you have 365 characters (max. 2.000 characters)

Transnational added value

What is the transnational added value of the investment and how is it embedded in transnational cooperation?

The main goal to achieve cross-border traveller information (multimodal, interoperable) can only be achieved by step by step demonstrations. This investment (to ensure the cross-regional co-operation and create the physical connection) will allow the setup of the EDITS-GIP and interfaces and is therefore vital for allowing transnational exchange of information.

Textbox 127 you have 363 characters (max. 2.000 characters)

Sustainability

Provide explanations on the strategy/plan to technically and financially sustain the investment after the end of co-financing. Describe any kind of leverage effects or follow up activities.

The new data sources provided by EDITS will be integrated in the existing services operated by ASFINAG. ASFINAG already has a lot of know-how in operating these kind of services. The seamless integration will ensure the continuous development in an approved environment. The services will be available for at least five years after the EDITS projects ends, but are subject to possible updating and enhancement.

Textbox 128 you have 411 characters (max. 2.000 characters)

Investment 4.6

Hardware costs and software licences					
Responsible Partner	PP13: Győr-Sopron-Ebenfurt Railway Corp. / Ltd				
Budget					9.600,00 €
Specify the start and end date.	Start date		End date		Duration (months)
	6	2013	6	2014	13

Provide a short description of preparatory steps for the investment (e.g. feasibility study, environmental impact assessment, contacts to decision makers, etc) already carried out.

The GYSEV operates several own-developed IT systems. These systems fulfil special rail requirements, but up to this point they didn't handle GIS data. Besides these the company has an actual international project called "SETA: South East Transportation Axis", which partly focuses on the implementation of a new GIS database. Preparatory process has started, a GIS expert has been hired to develop and operate the system. The aim is to extend SETA system regarding the requirements of EDITS.

Textbox 129 you have 493 characters (max. 2.000 characters)

Outline the characteristics of the investment by ticking at least 3 of the boxes below:

Form part of or be the result of transnational project co-operation	☒
Have a transnational effect	☒
Create a physical link or a functional connection between regions	☒
Have a demonstrating/model or pilot character being jointly strived for and evaluated by the partners.	☒

Provide an overall description of the proposed investment and specify the chosen **characteristic of the investment**. Provide also a **split** of costs related to the proposed investment. Should works be involved, include costs for manpower and for construction materials separately. Specify also any good and/or service supplied in the framework of the proposed investment, providing as well its quantification.

In order to provide the services for the end-user (as specified in WP3) some investments in hardware and software for setting up/adapting to a regional EDITS GIP are necessary.
The detailed specification for the hard- and software depends on the results of WP3. Therefore only a rough overview on the main characteristics of the investments can be provided at the moment.
Investments in three major components are expected: setting up the database, regional EDITS GIP server, regional EDITS GIP interfaces
For the set up: investments in hardware are necessary (server hardware for running the database, application server, Client hardware), as well as in software (e.g. GIS software licenses where necessary, database software, system software for the servers, software for setting up interfaces to existing systems, software for the transnational exchange of information, etc.)

Due to the experiences with the existing GIP in Austria the following minimum requirements are expected (might need to be changed due to the results of WP 3):
Server:
.) 2-4 CPUs ~ 2,5-3 GHz
.) 6-12 GB RAM with ECC
.) 40-80 GB free storage space
.) dedicated equipment
.) fast HDDs, split for operating system and application
.) operating system: (from Windows Server 2003 R2 32/64 Bit up to Windows 7 32/64 Bit)
Client :

.) 2-4 CPUs ~ 2-3 GHz
.) 2-4 GB RAM with ECC
.) 1-2 GB free storage space
.) network connection: minimum 10-50 Mbit to the server(s)
.) operating system: (from Windows XP SP2/SP3 up to Windows 7 32/64 Bit)

The partners, due to their individual state-of-the-art and the installation and demonstration requirements, either have to invest in software, in hardware or in both components.
This investment for PP13 mainly focuses on hardware costs, but software licenses are also needed. Planned split of costs: server costs: 5600 euro, software licenses: 4000 euro

Textbox 130 you have 1864 characters (max. 3.000 characters)

Who is benefiting?

Who is (financially, content-wise) benefiting from this Investment?

The investment is necessary for the set-up of the system (WP4) and therefore for the demonstration in WP 5.
On the first level the partners and end-users within the demonstration area are benefitting from this investment (Demonstration Area 1 - CENTROPE), on the second level the consortium as a whole.

Textbox 131 you have 303 characters (max. 1.000 characters)

Expected Impact

Specify the expected impact this investment will have in particular on different (policy) levels (i.e. local, regional, national and transnational level). Explain how you are going to use your investment in order to meet the Work package's objective.

The investments are necessary for the set-up of the user services and the regional EDITS GIP to ensure the exchange and provision of relevant (multimodal/interoperable/real-time/cross-regional/cross-border) traveller information in order to achieve the main EDITS objectives.
The investments will ensure the setup of the pilot action in Demonstration Area 1.

Textbox 132 you have 359 characters (max. 2.000 characters)

Transnational added value

What is the transnational added value of the investment and how is it embedded in transnational cooperation?

The main goal to achieve cross-border traveller information (multimodal, interoperable) can only be achieved by step by step demonstrations. This investment (to ensure the cross-regional co-operation and create the physical connection) will allow the setup of the EDITS-GIP and interfaces and is therefore vital for allowing transnational exchange of information.

Textbox 133 you have 363 characters (max. 2.000 characters)

Sustainability

Provide explanations on the strategy/plan to technically and financially sustain the investment after the end of co-financing. Describe any kind of leverage effects or follow up activities.

As the EDITS GIP and interfaces will be implemented upon existing regional/local systems the sustainability is ensured as it is in the interest of each partner to keep the platform updated and running. The services will be available for at least five years after the EDITS projects ends, but are subject to possible updating and enhancement. The PP13 employs new GIS expert to run these systems during and after the EDITS project, who will have the appropriate know-how which is important for the further sustainable implementation. The aim of GYSEV is to extend the system and utilize the results achieved by EDITS project within the future developments, this ensures that the company is also interested to operate the EDITS services after the end of the project.

Textbox 134 you have 789 characters (max. 2.000 characters)

Investment 4.7					
IT equipment with corresponding software, data processing					
Responsible Partner	PP8: Coordination Center for Transport Development				
Budget					44.800,00 €
Specify the start and end date.	Start date		End date		Duration (months)
	6	2013	6	2014	13

Provide a short description of preparatory steps for the investment (e.g. feasibility study, environmental impact assessment, contacts to decision makers, etc) already carried out.

A Feasibility study will be prepared before the public procurement. It will investigate the different possibilities of necessary hardware development and will make proposals for the following:
- the best solution to extend the existing IT architecture
- the best practice of the upcoming five years operation

Existing IT architecture:
- IBM Blade servers (VMWare virtual environment; OS: Win 2008 Server & Linux)
- KIRA servers operates as collocational ones.

An IT development controller (supervisor, IT expert) will be chosen to help this investment's implementation. Which has to be in accordance, with the existing system.

Textbox 135 you have 628 characters (max. 2.000 characters)

Outline the characteristics of the investment by ticking at least 3 of the boxes below:

Form part of or be the result of transnational project co-operation	☒
Have a transnational effect	☒
Create a physical link or a functional connection between regions	☒
Have a demonstrating/model or pilot character being jointly strived for and evaluated by the partners.	☒

Provide an overall description of the proposed investment and specify the chosen **characteristic of the investment**. Provide also a **split** of costs related to the proposed investment. Should works be involved, include costs for manpower and for construction materials separately. Specify also any good and/or service supplied in the framework of the proposed investment, providing as well its quantification.

In order to provide the services for the end-user (as specified in WP3) some investments in hardware and software for setting up/adapting to a regional EDITS GIP are necessary.
The detailed specification for the hard- and software depends on the results of WP3. Therefore only a rough overview on the main characteristics of the investments can be provided at the moment.
Investments in three major components are expected: setting up the database, regional EDITS GIP server, regional EDITS GIP interfaces
For the set up: investments in hardware are necessary (server hardware for running the database, application server, Client hardware), as well as in software (e.g. GIS software licenses where necessary, database software, system software for the servers, software for setting up interfaces to existing systems, software for the transnational exchange of information, etc.)

Due to the experiences with the existing GIP in Austria the following minimum requirements are expected (might need to be changed due to the results of WP 3):
Server:
.) IBM Blades (~12000 €)
.) IBM Storage (~3800 €)
.) OS licences (VMWare, Win 2008 Server) (~6000 €)
Client :
.) GIS Workstations with large monitors (~10500 €)
.) OS licences (Win 7) (~1000 €)
.) Mobile devices for tests (~2000 €)

.) Feasibility study (~6500 €)
.) Development control (supervisor) (~3000 €)

The partners, due to their individual state-of-the-art and the installation and demonstration requirements, either have to invest in software, in hardware or in both components.
This investment for PP8 mainly focuses on hardware costs.

Textbox 136 you have 1593 characters (max. 3.000 characters)

Who is benefiting?

Who is (financially, content-wise) benefiting from this Investment?

The investment is necessary for the set-up of the system (WP4) and therefore for the demonstration in WP 5.
On the first level the partners and end-users within the demonstration area are benefitting from this investment (Demonstration Area 1 - CENTROPE), on the second level the consortium as a whole.

Textbox 137 you have 303 characters (max. 1.000 characters)

Expected Impact

Specify the expected impact this investment will have in particular on different (policy) levels (i.e. local, regional, national and transnational level). Explain how you are going to use your investment in order to meet the Work package's objective.

The investments are necessary for the set-up of the user services and the regional EDITS GIP to ensure the exchange and provision of relevant (multimodal/interoperable/real-time/cross-regional/cross-border) traveller information in order to achieve the main EDITS objectives.
The investments will ensure the setup of the pilot action in Demonstration Area 1.

Textbox 138 you have 359 characters (max. 2.000 characters)

Transnational added value

What is the transnational added value of the investment and how is it embedded in transnational cooperation?

The main goal to achieve cross-border traveller information (multimodal, interoperable) can only be achieved by step by step demonstrations. This investment (to ensure the cross-regional co-operation and create the physical connection) will allow the setup of the EDITS-GIP and interfaces and is therefore vital for allowing transnational exchange of information.

Textbox 139 you have 363 characters (max. 2.000 characters)

Sustainability

Provide explanations on the strategy/plan to technically and financially sustain the investment after the end of co-financing. Describe any kind of leverage effects or follow up activities.

As the EDITS GIP and interfaces will be implemented upon existing regional/local systems the sustainability is ensured as it is in the interest of each partner to keep the platform updated and running. The services will be available for at least five years after the EDITS projects ends, but are subject to possible updating and enhancement. During the project the partner will develop new competences, in order to ensure the sustainability of the EDITS system, services and follow-up activities for the time after the project. After the project finalisation KKK will continue dataflow (exchange) between the EDITS GIP and KIRA. In addition a long term cooperation with GySEV for continous use of the system will be signed.

Textbox 140 you have 723 characters (max. 2.000 characters)

Investment 4.8

Public tender for reaching actual traffic data within the regions Brno and South-Moravia based on FCD technology.

Responsible Partner	PP10: Brněnské komunikace a.s.				
Budget					85.000,00 €
Specify the start and end date.	Start date		End date		Duration (months)
	6	2013	6	2014	13

Provide a short description of preparatory steps for the investment (e.g. feasibility study, environmental impact assessment, contacts to decision makers, etc) already carried out.

Bkom team is working at feasibility study for proposed investment to have actual traffic data and actual position of public transport vehicle based on FCD. There is also preparing of public tender to fullfil all legislative requirements.

Textbox 141 you have 238 characters (max. 2.000 characters)

Outline the characteristics of the investment by ticking at least 3 of the boxes below:

Form part of or be the result of transnational project co-operation	☒
Have a transnational effect	☐
Create a physical link or a functional connection between regions	☒
Have a demonstrating/model or pilot character being jointly strived for and evaluated by the partners.	☒

Provide an overall description of the proposed investment and specify the chosen **characteristic of the investment**. Provide also a **split** of costs related to the proposed investment. Should works be involved, include costs for manpower and for construction materials separately. Specify also any good and/or service supplied in the framework of the proposed investment, providing as well its quantification.

Bkom plans to implement a floating car data (FCD) system in order to collect the actual traffic data for end-user EDITS services like multimodal journey/navigation planning in the Brno and South Moravia region. The FCD system will allow to take the actual position of public transport vehicles as well as actual traffic information in Brno and South Moravia region into account and. This FCD system therefore improves route planning for all transport modes. The main part of FCD system will be software for collecting position data and computing average velocity. Small part of public tender would be hardware costs and manpower costs. It is supposed, that investment will most likely be split into three main technical part: 1. Connection and data exchange with currently existing system for monitoring of public transport vehicles, where communication protocol and interface and physical connection have to be established. 2. Software for
data handling, where this software uses mapmatching, database operation etc. for reaching actual average speed on monitored infrastructure about every 5 minutes 3. Hardware part of this system, where some server solution will be required. Bkom is expecting that the price for the first part of the technical solution will be about 5.000€, for the second part about 75.000€ and for the server solution about 5.000€. It has to be pointed out, that the tender will require delivery of the whole system as a one delivery with common guarantee for functionality. There will be set up basic requirements for tender, like 1. Using raw data from public transport vehicles 2. Preference for using other current IT systems from Bkom and Dopravní podnik města Brna 3. To deliver complete solution, which will fit to map data of KORDIS/PP11 (EDITS-GIP) and

give FCD information and position of public transport vehicles. Final technical architecture and other details depend on tendered supplier.

Textbox 142 you have 1928 characters (max. 3.000 characters)

Who is benefiting?

Who is (financially, content-wise) benefiting from this Investment?

The investment will improve the collection and implementation of data within WP4 for provision of multimodal end-user services. On the first level the partners and end-users within the demonstration area are benefitting from this investment (Demonstration Area 1 - CENTROPE), on the second level the consortium as a whole.

Textbox 143 you have 322 characters (max. 1.000 characters)

Expected Impact

Specify the expected impact this investment will have in particular on different (policy) levels (i.e. local, regional, national and transnational level). Explain how you are going to use your investment in order to meet the Work package's objective.

The investments are necessary for the improvement of the user services and the exchange and provision of relevant (multimodal/interoperable/real-time/cross-regional/cross-border) traveller information in order to achieve the main EDITS objectives.
The investments will improve the services provided within the Demonstration Area 1.

Textbox 144 you have 332 characters (max. 2.000 characters)

Transnational added value

What is the transnational added value of the investment and how is it embedded in transnational cooperation?

This investment will allow the provision of EDITS end-user services that are based on the actual traffic situation in Brno and the South Moravian region. Due to the EDITS approach this service will be available for all the users within the Demonstration Area 1 CENTROPE.

Textbox 145 you have 270 characters (max. 2.000 characters)

Sustainability

Provide explanations on the strategy/plan to technically and financially sustain the investment after the end of co-financing. Describe any kind of leverage effects or follow up activities.

The implemented FCD system will be an integral part of the public information system. Through the capacities being developed it will be possible to enhance a number of services in the future as the actual traffic situation in Brno and the South Moravian region will be available. The system will be able to interact with the exisiting and newly deployed system in the Czech Republic and will be running for at least five years after the project ends in order to ensure proper sustainability.

Textbox 146 you have 491 characters (max. 2.000 characters)

Investment 4.9					
Software and the corresponding licences.					
Responsible Partner	PP5: Province of Ferrara - Technical infrastructure, Buildings, Civil protection, Tenders				
Budget					9.000,00 €
Specify the start and end date.	Start date		End date		Duration (months)
	6	2013	6	2014	13

Provide a short description of preparatory steps for the investment (e.g. feasibility study, environmental impact assessment, contacts to decision makers, etc) already carried out.

Province of Ferrara is going to implement a GIS system based in particular on monitoring of the street safety. The basic idea is to take the opportunity of EDITS project is to incorporate the system mentioned above in an open GIP platform. A technological infrastructure that will be the basis for all future developments of the activities based on GIS will be created and opened to all the public subjects of Ferrara's area.

Textbox 147 you have 425 characters (max. 2.000 characters)

Outline the characteristics of the investment by ticking at least 3 of the boxes below:

Form part of or be the result of transnational project co-operation	☒
Have a transnational effect	☐
Create a physical link or a functional connection between regions	☒
Have a demonstrating/model or pilot character being jointly strived for and evaluated by the partners.	☒

Provide an overall description of the proposed investment and specify the chosen **characteristic of the investment**. Provide also a **split** of costs related to the proposed investment. Should works be involved, include costs for manpower and for construction materials separately. Specify also any good and/or service supplied in the framework of the proposed investment, providing as well its quantification.

In order to provide the services for the end-user (as specified in WP3) some investments in hardware and software for setting up a regional EDITS GIP are necessary. The detailed specification for the hard- and software depends on the results of WP3. Therefore only a rough overview on the main characteristics of the investments can be provided at the moment.
Investments in three major components are expected: setting up the database, regional EDITS GIP server, regional EDITS GIP interfaces
For the set up: investments in hardware are necessary (server hardware for running the database, application server, Client hardware), as well as in software (e.g. GIS software licenses where necessary, database software, system software for the servers, software for setting up interfaces to existing systems, software for the transnational exchange of information, etc.)

.) Investment for hardware 4.000€
.) GIS software licenses 5.000€

Textbox 148 you have 933 characters (max. 3.000 characters)

Who is benefiting?

Who is (financially, content-wise) benefiting from this Investment?

The investment is necessary for the set-up of the systems (WP4) and therefore for the demonstration in WP 5.
On the first level the partners and end-users in the demonstration area are benefitting from this investment (Demonstration Area 2 - Italy), on the second level the consortium as a whole.

Textbox 149 you have 297 characters (max. 1.000 characters)

Expected Impact

Specify the expected impact this investment will have in particular on different (policy) levels (i.e. local, regional, national and transnational level). Explain how you are going to use your investment in order to meet the Work package's objective.

The investments are necessary for the set-up of the user services and the regional EDITS GIP to ensure the exchange and provision of relevant (multimodal/interoperable/real-time/cross-regional/cross-border) traveller information in order to achieve the main EDITS objectives.
The investments will ensure the setup of the pilot action in Demonstration Area 2.

Textbox 150 you have 359 characters (max. 2.000 characters)

Transnational added value

What is the transnational added value of the investment and how is it embedded in transnational cooperation?

The main goal to achieve cross-border traveller information (multimodal, interoperable) can only be achieved by step by step demonstrations. This investment (to ensure the cross-regional co-operation and create the physical connection) will allow the setup of the EDITS-GIP and interfaces and is therefore vital for allowing potential transnational exchange of information.

Textbox 151 you have 373 characters (max. 2.000 characters)

Sustainability

Provide explanations on the strategy/plan to technically and financially sustain the investment after the end of co-financing. Describe any kind of leverage effects or follow up activities.

The principle of the EDITS GIP represents an opportunity to create an integrated tool for managing GIS information that at the moment does not exists and will be useful to the Province of Ferrara and all the public subjects of the area.
Due to the future importance of the implemented EDITS GIP in the province it will be in the interest of Provincia di Ferrara to keep the platform updated and running. The services will be available for at least five years after the EDITS projects ends, but are subject to possible updating and enhancement.

Textbox 152 you have 544 characters (max. 2.000 characters)

Investment 5.1

Equipment for the operation of the EDITS-System.

Responsible Partner	PP6: Public Transport association of the Eastern region of Austria / ITS Vienna Region				
Budget	10.000,00 €				
Specify the start and end date.	Start date		End date		Duration (months)
	5	2014	12	2014	8

Provide a short description of preparatory steps for the investment (e.g. feasibility study, environmental impact assessment, contacts to decision makers, etc) already carried out.

VOR/ITS operates the well known monitoring system nagios in cluster mode which provides 24x7 surveillance of all running servers and processes. Regular, fully specified processes are executed automatically by a jobscheduler. Logfile and performance monitoring is done continously.

Textbox 159 you have 280 characters (max. 2.000 characters)

Outline the characteristics of the investment by ticking at least 3 of the boxes below:

Form part of or be the result of transnational project co-operation	☒
Have a transnational effect	☒
Create a physical link or a functional connection between regions	☒
Have a demonstrating/model or pilot character being jointly strived for and evaluated by the partners.	☒

Provide an overall description of the proposed investment and specify the chosen **characteristic of the investment**. Provide also a **split** of costs related to the proposed investment. Should works be involved, include costs for manpower and for construction materials separately. Specify also any good and/or service supplied in the framework of the proposed investment, providing as well its quantification.

The investment covers the specific hard- and software that are needed to harmonise and operate the services that are provided within the Demonstration Area 1 in CENTROPE. This is necessary for a sustainable operation of the pilot actions in Demonstration Area 1 based on the achievements in WP4. The investment covers the adaption and implementation of the new EDITS processes within the existing operational infrastructure. The routing service is a high scalable server application. So the operation investment depends on the expected amount of requests. .) Hardware 5.000€ .) Software licenses 5.000€

Textbox 160 you have 604 characters (max. 3.000 characters)

Who is benefiting?

Who is (financially, content-wise) benefiting from this Investment?

The investment is necessary for the demonstration Area in WP5. On the first level the partners and end-users in the demonstration area are benefitting from this investment (Demonstration Area 1 - CENTROPE) on the second level the consortium as a whole.

Textbox 161 you have 252 characters (max. 1.000 characters)

Expected Impact

Specify the expected impact this investment will have in particular on different (policy) levels (i.e. local, regional, national and transnational level). Explain how you are going to use your investment in order to meet the Work package's objective.

The investment covers the specific hard- and software that are needed to harmonise the services that are provided within the Demonstration Area 1 in CENTROPE. This is necessary for the set-up of the pilot actions in Demonstration Area 1.

Textbox 162 you have 237 characters (max. 2.000 characters)

Transnational added value

What is the transnational added value of the investment and how is it embedded in transnational cooperation?

This investment ensures transnational demonstration of the set-up services for cross-border, multimodal, real time traveller information in order to achieve the goals of the EDITS project.

Textbox 163 you have 188 characters (max. 2.000 characters)

Sustainability

Provide explanations on the strategy/plan to technically and financially sustain the investment after the end of co-financing. Describe any kind of leverage effects or follow up activities.

The new data sources provided by EDITS will be integrated in the existing services operated by VOR/ ITS Vienna Region and embedded in the existing monitoring and scheduling systems. VOR/ITS Vienna Region already have a lot of know-how in operating these kind of services and monitoring systems. The seamless integration will ensure the efficient and resilient operation in an approved environment, which ensures sustainability. The services will be available for at least five years after the EDITS projects ends, but are subject to possible updating and enhancement.

Textbox 164

you have 567 characters

(max. 2.000 characters)

Section 3: Work plan

Work package 0

Work package name:	**Project preparation**

Responsible partner	LP: AustriaTech - Federal Agency for technological Measures Ltd.																																
Involved partners	LP	☒	PP2	☒	PP3	☒	PP4	☒	PP5	☒	PP6	☒	PP7	☒	PP8	☒	PP9	☒															
			PP10	☒	PP11	☒	PP12	☒	PP13	☒	PP14	☐	PP15		PP16		PP17																
			PP18		PP19		PP20		PP21		PP22		PP23		PP24		PP25																

Description of preparation activities and outputs that have taken place

Based on the EDITS concept being an integral part of the Action Plan accompanying the European Union's Strategy for the Danube Region (Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions SEC(2010) 1490 final) the LP prepared a general project concept draft and sent it out to competent partners in the CENTRAL EUROPE region. This was followed by a meeting of the LP with the JTS on 19th of August to sharpen the focus of the proposal. After a preparatory meeting with the core partners on 6th of September 2011 in Vienna for discussing conceptual issues the work packages and associated activities have been defined including the correlations and interdependencies. Moreover, bilateral meetings within Austria have taken place. These arrangements were followed by extensive electronic communication and final development of the project application based on the strong input by all EDITS partners.

Textbox 279 you have 996 characters (max. 1.000 characters)

Date when preparation activities started (DD/MM/YYYY)	6	7	2011
Total costs of the work package			0,00 €

Work package 1

Work package name:	**Project management and coordination**

Work package level

Strategic focus/main objectives	Sound project management and coordination

Summary **description** and approach (including the contribution to the project main objectives)

.) Action 1.1 Fulfilment of start up requirements: There are several issues which are important for the start of the project. The EDITS Subsidy Contract will be signed between the CE programme and the LP on behalf of the consortium. In addition a partnership agreement will be signed in order to establish the legal basis between the LP and all PP. The partnership agreement will be based on the template that the CE Programme will provide and will be enhanced by additional content if necessary. In addition a project management handbook will be defined in order to sufficiently describe and lay down all the procedures, roles and responsibilities of the single partners (e.g. action leaders, technical coordination etc.).
.) Action 1.2 Day to day project management, coordination and internal communication: This task will cover the monitoring and controlling of the work within the whole consortium. The procedures that

have been defined in the partnership agreement (Output 1.1.2.) will be followed. The LP will be responsible for the achievement of deadlines for each project phase. All internal rules respectively consortium management rules and procedures (e.g. reporting on activities for the progress reports to the JTS) that have been defined in the partnership agreement will be monitored and enforced by the LP.
.) Action 1.3 Steering and monitoring of the project implementation: The overall project management addresses the requirements of strategic project management and operational project management. With respect to the high number of project partners, it is necessary to install effective management teams of limited size (typically not more than six members), able to take fast and effective decisions to steer the project. This team is the Project Management Team (PMT) for the operational project management. The top-level body for decisions within EDITS is the Project Steering Committee (SCOM).

The SCOM represents the legal body of the project and is responsible for the policy and administration aspects. The SCOM decides on the goals, the strategic direction, overall plans, and oversees the progress of the project in reference to the agreed objectives and schedule. All of the instruments are defined within the partnership agreement (Output 1.1.2.).
.) Action 1.4 Financial management, certification of expenditure: The LP will manage the financial procedures according to the CE programme's guidelines and the agreements that have been defined in the partnership agreement (Output 1.1.2.). This includes the coordination of the progress reports for each reporting period. The LP will be the main link between each partner and the JTS of the programme, and is in charge of the financial reporting of the project which will be done each reporting period.

Textbox 280 you have 2785 characters (max. 3.000 characters)

Links to other work packages	all work packages
Responsible partner	AustriaTech - Federal Agency for technological Measures Ltd.
Involved partners	all partners

	Title of action	Start month of Action	End month of Action	Total costs of Action
1.1.	Fulfillment of **start up requirements**	1	3	5.376,96 €
1.2.	Day to day **project management, coordination** and **internal communication**	1	30	122.065,67 €
1.3.	**Steering and monitoring of the project implementation**	1	30	80.018,80 €
1.4.	**Financial management, certification of expenditure**	1	30	100.954,27 €
		Total costs of the work package		308.415,70 €

Outputs

		Title of output (max. 75 characters)	Month of av.		Qualitative description (max. 250 characters)	Quantitative desc. (max. 75 characters)
1.1.	1.1.1	Subsidy Contract	1		This contract defines all necessary agreements between the Managing Authority of the CENTRAL EUROPE programme and the LP on behalf of the EDITS consortium.	1 contract
	1.1.2	Partnership Agreement	3		This output is the consolidated partnership agreement between the LP and all other PPs based on the minimum requirements of the CE programme that has been enhanced.	1 agreement
	1.1.3	Start-up Report (SUR)	3		The Start-up Report will contain the details as requested within the CE programme regulations and will be delivered within three months after the Subsidy Contract has entered into force.	1 report
	1.1.4	Projekt Management Handbook	3		The project management handbook will describe all the internal procedures and roles of the different PP.	1 report
	1.1.5					

1.2.	1.2.1	Progress Report 1	6		A Progress Report (PR) on the EDITS activities will be prepared after period M1-M6 (submitted together with Output 1.4.1. as one document)	1 Progress Report
	1.2.2	Progress Report 2	12		A Progress Report (PR) on the EDITS activities will be prepared after period M7-M12 (submitted together with Output 1.4.2. as one document)	1 Progress Report
	1.2.3	Progress Report 3	18		A Progress Report (PR) on the EDITS activities will be prepared after period M13-M18 (submitted together with Output 1.4.3. as one document)	1 Progress Report
	1.2.4	Progress Report 4	24		A Progress Report (PR) on the EDITS activities will be prepared after period M19-M24 (submitted together with Output 1.4.4. as one document)	1 Progress Report
	1.2.5	Progress Report 5	30		A Progress Report (PR) on the EDITS activities will be prepared after period M25-M30 (submitted together with Output 1.4.5. as one document)	1 Progress Report
	1.2.6	Final EDITS Report (Activities)	30		This report describes and summarizes the final achievements and deviations of the EDITS project. (submitted together with Output 1.4.6. as one document)	1 Final EDITS Report
	1.2.7					
1.3.	1.3.1	Steering Commitee 1 / Kick-off Meeting	3		The goals, the strategic direction, overall plans, and the progress of the EDITS project in reference to the agreed objectives and schedule will be discussed at the SCOM Meeting. The first SCOM will also be the Kick-off Meeting of the project.	1 Meeting
	1.3.2	Steering Commitee Meeting 2	9		The goals, the strategic direction, overall plans, and the progress of the EDITS project in reference to the agreed objectives and schedule will be discussed at the SCOM Meeting.	1 Meeting
	1.3.3	Steering Commitee Meeting 3	15		The goals, the strategic direction, overall plans, and the progress of the EDITS project in reference to the agreed objectives and schedule will be discussed at the SCOM Meeting.	1 Meeting
	1.3.4	Steering Commitee Meeting 4	21		The goals, the strategic direction, overall plans, and the progress of the EDITS project in reference to the agreed objectives and schedule will be discussed at the SCOM Meeting.	1 Meeting
	1.3.5	Steering Commitee Meeting 5	27		The goals, the strategic direction, overall plans, and the progress of the EDITS project in reference to the agreed objectives and schedule will be discussed at the SCOM Meeting.	1 Meeting
	1.3.6	Steering Commitee 6 / Final Meeting	30		The goals, the strategic direction, overall plans, and the progress of the EDITS project in reference to the agreed objectives and schedule will be discussed at the SCOM Meeting.	1 Meeting
	1.3.7	PMT Meeting 1	3		The PMT (Project Management Team) will discuss the monitoring of the progress of the overall project (in terms of timing and quality of work) and coordinates the activities to be undertaken at the work package level.	1 Meeting
	1.3.8	PMT Meeting 2	5		The PMT (Project Management Team) will discuss the monitoring of the progress of the overall project (in terms of timing and quality of work) and coordinates the activities to be undertaken at the work package level.	1 Meeting
	1.3.9	PMT Meeting 3	11		The PMT (Project Management Team) will discuss the monitoring of the progress of the overall project (in terms of timing and quality of work) and coordinates the activities to be undertaken at the work package level.	1 Meeting
	1.3.10	PMT Meeting 4	17		The PMT (Project Management Team) will discuss the monitoring of the progress of the overall project (in terms of timing and quality of work) and coordinates the activities to be undertaken at the work package level.	1 Meeting
	1.3.11	PMT Meeting 5	23		The PMT (Project Management Team) will discuss the monitoring of the progress of the overall project (in terms of timing and quality of work) and coordinates the activities to be undertaken at the work package level.	1 Meeting
	1.3.12	PMT Meeting 6	29		The PMT (Project Management Team) will discuss the monitoring of the progress of the overall project (in terms of timing and quality of work) and coordinates the activities to be undertaken at the work package level.	1 Meeting
	1.3.13					

1.4.	1.4.1	Financial Progress Report 1	6		A Progress Report (PR) on the EDITS finances will be prepared after period M1-M6 (submitted together with Output 1.2.1. as one document)	1 Progress Report
	1.4.2	Financial Progress Report 2	12		A Progress Report (PR) on the EDITS finances will be prepared after period M7-M12 (submitted together with Output 1.2.2. as one document)	1 Progress Report
	1.4.3	Financial Progress Report 3	18		A Progress Report (PR) on the EDITS finances will be prepared after period M13-M18 (submitted together with Output 1.2.3. as one document)	1 Progress Report
	1.4.4	Financial Progress Report 4	24		A Progress Report (PR) on the EDITS finances will be prepared after period M19-M24 (submitted together with Output 1.2.4. as one document)	1 Progress Report
	1.4.5	Financial Progress Report 5	30		A Progress Report (PR) on the EDITS finances will be prepared after period M25-M30 (submitted together with Output 1.2.5. as one document)	1 Progress Report
	1.4.6	Final EDITS Report (Finances)	30		This report describes and summarizes the final finances and budget of the EDITS project. (submitted together with Output 1.2.6. as one document)	1 Final Report
	1.4.7					

Activities outside Central Europe area, but within EU:
please describe the activities and the planned benefits for the Central Europe area.

no activities

Activities in Third Countries:
please describe the activities and the planned benefits for the Central Europe area.

no activities

Indicate the planned ERDF for these activities:

Amount:	0,00 €

Work package 2

Work package name:	Communication, knowledge management and dissemination

Work package level

Strategic focus/main objectives	Ensure wide project promotion of output and results

Summary **description** and approach (including the contribution to the project main objectives)

.) Action 2.1 Media communication/ dissemination
The media is a crucial tool to relay information about the EDITS project to a wide range of stakeholders, from the expert target group, strategic/political target to the wider public. Therefore a Strategy Plan for Media Communication will be drafted by PP2 which will include the responsibilities of each PP. Various media outlets have various audiences. EDITS partners will ensure that relevant material is provided for articles covering all audience types. Communication via the press should therefore focus on specific and well chosen media opportunities, and focus on the quality of information rather than on the quantitative amount of press material sent. At key moments of the project, press releases will be drafted and disseminated to a selected list of journalist varying from the transport specific press to daily newspapers.
.) Action 2.2 Non-media communication/ dissemination and website

The non-media communication channels used and the various messages relayed will vary
across different target groups. The EDITS project website will be the one-stop-shop for all actors interested in EDITS and its results. EDITS will manage the website through a content management system, so that the site can be kept constantly up-to-date. This dynamic website is essential in this type of project, where many stakeholders in differing physical locations are involved. It will be the primary tool of communication for those involved in the project and all information to be shared amongst the project consortium and also to the general public will be placed on this website, with various degrees of protection. Thematic newsletters, project brochures and leaflets with the results and experiences throughout the course of the project will be published through the newsletters on a regular basis and articles will be available for download on the website. EDITS consortium partners will further

distribute the results and experience to local organisations, industries and authorities through their networks. The organisation of a final EDITS conference additional to the national workshops will be scheduled with all project partners and the “observing" stakeholders. This will in particular highlight the transferability of the EDITS results and end products.
.) Action 2.3 National/ Local Dissemination
In each project country a local dissemination strategy will be elaborated to create awareness about the project and its specific area of work, to promote the project results to the different defined national target groups and encourage the exploitation of these results.
National workshops with a public event will be organised in the different areas where the demonstrations are located to guarantee the optimal integration of the local municipal actors.

Textbox 281 you have 2810 characters (max. 3.000 characters)

Links to other work packages

Links to all work packages - Dissemination activities will be done throughout the entire project.

Textbox 282 you have 97 characters (max. 150 characters)

Responsible partner	PP2: Central European Initiative - Executive Secretariat																				
Involved partners	LP	☒	PP2	☒	PP3	☒	PP4	☐	PP5	☒	PP6	☐	PP7	☒	PP8	☒	PP9	☒			
	PP10	☐	PP11	☒	PP12	☐	PP13	☒	PP14	☐	PP15		PP16		PP17						
	PP18		PP19		PP20		PP21		PP22		PP23		PP24		PP25						

	Title of action	Start month of Action	End month of Action	Total costs of Action
2.1.	Media communication/ dissemination	1	30	59.634,00 €
2.2.	Non-media communication/ dissemination and website	1	30	91.010,00 €
2.3.	National / Local Dissemination	1	30	69.541,00 €
2.4.				
		Total costs of the work package		220.185,00 €

Outputs

In case you choose an Output as Core Output, please fill in the description in the Core Output Table below the Output table.

		Title of output (max. 75 characters)	Month of av.	is a Core Out.?	Qualitative description (max. 250 characters)	Quantitative desc. (max. 75 characters)
2.1.	2.1.1	Strategy Plan for Media Communication	2	☐	These documents will describe the media communication strategy. This includes a detailed and wide contact list of media at transnational level, organized by categories: EU media (i.e Euroactive, Euronews), national media and intraregional media.	1 Strategy plan
	2.1.2	Kick-off press release	3	☐	Introductory press release, presenting the project the first time, with information about objectives and partnership (after project kickoff)	1 press release
	2.1.3	Press releases	6	☐	Press releases will be sent to major Transnational journals and newspapers regarding major results and project events during M6-M30	4 press releases
	2.1.4	Final press release	30	☐	Final press release, presenting the project achievements and benefits for the CE programme area giving an outlook into the future	1 press release
	2.1.5	Articles on project	6	☐	Articles on project events and results will be published in Transnational journal and newspaper (both traditional as well as online media)	6 articles published
	2.1.6	Scientific Articles	6	☐	Scientific articles published in relevant journals (both traditional as well as online)	2 articles
	2.1.7					
2.2.	2.2.1	EDITS Website / platform	4	☐	Website with different areas: public area with relevant news on project activities and open Q/A forum; partners dedicated area; dedicated space for technical activities	1 website
	2.2.2	Branding Image	3	☐	Branding image: Logo of the project, Banners, Posters, Roll-up, Office templates.	1 set of branding material
	2.2.3	Start Project Brochures / Leaflets	4	☐	One overall brochure/leaflet describing the project's objectives and aims at the beginning of the project.	1 Brochure / Leaflet
	2.2.4	Intermediary Project Brochures / Leaflets	17	☐	One brochure/leaflet describing the project's progress and preliminary results in the midterm of the project.	1 Brochure / Leaflet
	2.2.5	Final Project Brochures / Leaflets	30	☐	One final brochure/leaflet describing the project's achievements and results of the project.	1 Brochure / Leaflet
	2.2.6	Progress Newsletters	7	☐	Thematic newsletters aimed at constantly updating partners network about project activities and progress	2 Newsletters per year
	2.2.7	Final EDITS Conference	30	☐	Organisation of the final EDITS conference.	1 Final Conference
	2.2.8					
2.3.	2.3.1	Local Dissemination Strategy	4	☐	Elaboration of local dissemination strategy in each project country	1 dissemination plan
	2.3.2	Stakeholder Workshops on Demonstration Area CENTROPE	28	☐	Two national workshops with a public event will be organised in the CENTROPE demonstration area to guarantee the optimal integration of the local municipal actors.	2 Workshops
	2.3.3	Stakeholder Workshop on Demonstration Area Italy	28	☐	One national workshops with a public event will be organised in the Italy demonstration area to guarantee the optimal integration of the local municipal actors.	1 Workshop
	2.3.4	Stakeholder Workshop on Demonstration Area AT - IT - SI	28	☐	One national workshops with a public event will be organised in the Austria - Italy - Slovenia demonstration area to guarantee the optimal integration of the local municipal actors.	1 Workshop

	2.3.5					

Activities outside Central Europe area, but within EU:
please describe the activities and the planned benefits for the Central Europe area.

no activities

Activities in Third Countries:
please describe the activities and the planned benefits for the Central Europe area.

no activities

Indicate the planned ERDF for these activities:

Amount:	0,00 €

Work package 3

Work package name:	System Specification

Work package level

Strategic focus/main objectives	Perform a State-of-the-Art analysis including the description of existing systems, user needs analysis, definition of an architecture and the organisational framework, specification of the EDITS GIP and Interface including the validation plan

Summary **description** and approach (including the contribution to the project main objectives)

Action 3.1. State-of-the-Art-Analysis: This analysis will be done in order to evaluate the current State-of-the-Art at the EDITS partners as well as in Europe. This Action furthermore includes the following tasks:
.) Trans-national comparison of existing data modelling methodologies
.) Analysis of existing systems and services in the EDITS regions
.) Screening of relevant standards, legal frameworks and project results regarding data harmonization and exchange (e.g. EasyWay, Directive 2007/2/EC (INSPIRE), Directive 2010/40/EU (ITS-Directive), Wisetrip, In-Time, iTravel, etc.) as well as end-user service requirements (literature research)
Action 3.2. Definition of the EDITS services: The EDITS services have to be defined in order to deploy harmonised and trans-national services for the end-users. This Action therefore includes:
.) user needs analysis based on State-of-the-Art-Analysis

.) Definition of the end-user ITS services for enhancing accessibility
Action 3.3. System Architecture: Within this action a system architecture will be set-up in order to agree on the overall system design and consequent operation in the demonstration sites. This includes:
.) Specification and setup of a System Architecture
.) Definition and setup of the Organisational Framework for data harmonisation and exchange
.) Specification for the setup of regional and trans-national Demonstration Sites
Action 3.4. EDITS GIP and Interfaces to local systems: The EDITS GIP and interface for the exchange of harmonised traffic related information is the very core of WP3. These specifications will be the basis for the exchange of interregional and transnational exchange of information and the provision of the end-user services. The tasks include:

.) Identification of the available data and information sources and formats of each partner
.) Consolidated specification of the regional EDITS GIPs (including Hard- and Software Systems needed)
.) Specification of the commonly agreed EDITS data and information exchange interfaces and communication protocols
Action 3.5. Validation Plan: In order to validate the impact and success of the deployed system and services the specifications of a validation plan are needed to accompany the system installation and demonstration phase in WP4 and WP5. This includes:
.) Definition of system tests including the definition of test criteria as input for Action 4.3.
.) Development of the demonstration plan including the design of the end-user survey and the assessment methodology

Textbox 283 you have 2519 characters (max. 3.000 characters)

Links to other work packages

Basis for WP4, Contribution to WP2

Textbox 284 you have 34 characters (max. 150 characters)

Responsible partner	LP: AustriaTech - Federal Agency for technological Measures Ltd.																							
Involved partners	LP	☒	PP2	☒	PP3	☒	PP4	☒	PP5	☒	PP6	☒	PP7	☒	PP8	☒	PP9	☒						
			PP10	☒	PP11	☒	PP12	☒	PP13	☒	PP14	☐	PP15		PP16		PP17							
			PP18		PP19		PP20		PP21		PP22		PP23		PP24		PP25							

	Title of action	Start month of Action	End month of Action	Total costs of Action
3.1.	State-of-the-Art-Analysis	1	6	61.083,80 €
3.2.	Definition of the EDITS services	3	6	76.593,60 €
3.3.	System Architecture	6	10	48.450,10 €
3.4.	EDITS GIP and Interfaces to local systems	6	12	109.866,90 €
3.5.	Validation & Demonstration Plan	6	24	48.767,20 €
3.6.				
		Total costs of the work package		344.761,60 €

Outputs

In case you choose an Output as Core Output, please fill in the description in the Core Output Table below the Output table.

		Title of output (max. 75 characters)	Month of av.	is a Core Out.?	Qualitative description (max. 250 characters)	Quantitative desc. (max. 75 characters)
	3.1.1	Documentation of Data modelling methodologies	5	☐	Trans-national comparison of existing data modelling methodologies	Draft report of methodologies available as Input for 3.1.4.
	3.1.2	Documentation of the State of the art in the regions	4	☐	Analysis of existing systems and services in the EDITS regions	Draft report of SoA in the regions available as Input for 3.1.4.

3.1.	3.1.3	Screening of Standards	5	☐	Screening of relevant standards, legal frameworks and project results regarding data harmonisation and exchange as well as end-user service requirements	Draft report of Standards analysis available as Input for 3.1.4.
	3.1.4	Report on State-of-the-Art analysis	6	☐	This State-of-the-Art report includes a comparison of existing data modelling methodologies, systems, services and end-user requirements. Furthermore it includes information on relevant standards, legal frameworks and other project results.	1 Report
	3.1.5					
3.2.	3.2.1	User Needs	5	☐	Based on the state of the art analysis the user needs will be identified.	Draft report of user needs available as Input for 3.2.3.
	3.2.2	EDITS Services	5	☐	Definition of the end-user EDITS services	Draft report of EDITS services available as Input for 3.2.3.
	3.2.3	Report on EDITS Service Definitions	6	☒	This report includes definition of the services that are going to be implemented within EDITS.	1 Report
	3.2.4					
3.3.	3.3.1	EDITS System Architecture	9	☐	Specification and setup of the EDITS System Architecture	Draft report of Architecture available as Input for 3.3.4.
	3.3.2	Organisational Framework	9	☐	Definition and setup of the Organisational Framework for data harmonisation and exchange	Draft report of organisational framework available as Input for 3.3.4.
	3.3.3	Demonstration Site Specifications	9	☐	Specification for the setup of regional and trans-national Demonstration Sites	Draft report of specifications available as Input for 3.3.4.
	3.3.4	Report on EDITS System Architecture	10	☐	This report includes a description of the system architecture of EDITS. Furthermore it includes a description of the organisational framework for data harmonisation and exchange as well as functional specifications for the demonstration sites setup.	1 report
	3.3.5					
3.4.	3.4.1	Data availability	11	☐	Identification of the available data and information sources and formats of each partner	Draft report of identified sources available as Input for 3.4.4.
	3.4.2	EDITS GIP	11	☐	Consolidated specification of the regional EDITS GIPs (including Hard- and Software Systems needed)	Draft report of EDITS GIP specifications available as Input for 3.4.4.
	3.4.3	EDITS Interface	11	☐	Specification of the commonly agreed EDITS data and information exchange interfaces and communication protocols	Draft report of specifications available as Input for 3.4.4.
	3.4.4	Specifications of the EDITS GIP and Interfaces	12	☒	This report describes sources of available data and information. Further it includes the specifications for the preparation and/or setup of the regional EDITS GIPs and the definition of a commonly agreed EDITS data and information exchange interface.	1 report
	3.4.5					
3.5.	3.5.1	EDITS Validation Plan	12	☐	This report describes the EDITS validation plan including the definition of system tests and test criteria as an input for Action 4.3.	1 report
	3.5.2	EDITS Demonstration plan	24	☐	Development of the demonstration plan. The first draft will be available in M15, however it needs to be updated according to the concurrent activities in WP3,4 and 5	1 report

	3.5.3					

Core Outputs

Please describe the core outputs by specifying the major activities and their envisaged **results;** also outline the **target groups**, and the **process how the results are used** by these target groups (max. of 2x1000 characters).

	Title of Core Output		Core Output description
3.2.	3.2.3	Report on EDITS Service Definitions	Due to the fact that the main overall aim of the EDITS project is the provision of harmonised multimodal Real Time Traffic and Travel Information (RTTI) services with the goal to support the single traveller before and during his journey the definition of these services is a major core output of this Work Package. In particular this report will describe the detailed specifications and planned end-user services for the development in WP4 and single demonstration sites in WP5. The definition of the services will be based on the State-of-the-Art analysis (Output 3.1.1.). The results of the analysis will be facilitated to define services that are in line with the aspirations and requirements of the end-users in order to deploy RTTI services that will lead to a positive change of the mobility behaviour of single travellers. In particular EDITS will mainly focus on two service groups: 1. Web based interoperable and intermodal pre-trip information will be provided by the demonstration operators and has the potential to influence the travel behaviour in the trip planning stage. The typical users are persons that are planning an urban/regional trip on short term. 2. On-trip services (e.g. via Apps, navigation systems) will provide interoperable and multimodal RTTI services to the end-users.This kind of services will influence the on-trip travel behaviour by optimising journeys taking the current traffic situation along all modes into account.The community will be the users of mobile devices and navigational devices.This core output will be vital for the development and installation phase in WP4 for all project partners.Furthermore this core-output will be an important input for the activities in WP2 and the recommendations in WP6 that will be disseminated to the relevant target groups. For this output specifically transportation planners, operators and service providers will be the target for these service definitions as it enables them to deliver similar services.
3.4.	3.4.4	Specifications of the EDITS GIP and Interfaces	The specifications for the EDITS GIP (Geographical Integration Platform) and EDITS GIP commonly agreed interface are one of the core outputs of WP3. In a first step each partner will identify the currently available data and information sources including a description of the used formats and communication protocols. The specification of the EDITS GIP will be done based on the State-of-the-Art analysis (Output 3.1.1.) and the identified available data and information sources of each partner. The main goal is to develop an EDITS GIP that will basically be a translation specification for the available regional geographical data of each partner. The specifications of the EDITS GIP will provide the minimum standard of a multimodal transport graph that will lay the foundation and basis for the provision of end-user services. Next to the EDITS GIP a commonly agreed EDITS GIP interface will be developed that will define the communication protocols and specifications for data exchange based on the EDITS GIP specifications in order to allow for interregional and transnational exchange of information between existing data platforms as well as of course with newly deployed EDITS GIPs. This core output will be facilitated in WP4 and WP5 in order to develop, install and provide end-user RTTI services based on the exchange of interregional and transnational exchange of traffic related information. This core output will be vital for the development and installation phase in WP4 for all project partners. Furthermore this core-output will be an important input for the activities in WP2 and the recommendations in WP6 that will be disseminated to the relevant target groups. These publicly available specifications will enable and allow any potential "followers" within the target groups (like transportation planners and service providers, administrative bodies, National ITS associations, etc.) to take-up and implement the EDITS-GIP and interfaces.

Activities outside Central Europe area, but within EU:
please describe the activities and the planned benefits for the Central Europe area.

no activities

Activities in Third Countries:
please describe the activities and the planned benefits for the Central Europe area.

no activities

Indicate the planned ERDF for these activities:

Amount:	0,00 €

Work package 4

Work package name:	System and Service Setup and Installation

Work package level

Strategic focus/main objectives	Setup of EDITS Infrastructure and interfaces to local systems including missing components, implementation and/or adaption of system and end-user services including end-to-end testing of the EDITS services

Summary **description** and approach (including the contribution to the project main objectives)

WP4 focuses on the development and system implementation based on the specifications that have been elaborated in WP3. Action 4.1 & 4.2 will be carried out concurrently during M12-M22 by all partners (except LP).
Action 4.1. Development: This Action will focus on the development of the necessary software components for the deployment of the EDITS system. This includes the following tasks:
.) Programming tasks for the development and set-up of the regional EDITS GIPs and required EDITS GIP interfaces: Within this task the actual development of the EDITS GIP and interfaces based on the specifications from Action 3.4. is performed. The programming tasks are closely linked to Action 4.2 (installation of the system).
.) Development or adaptation of end-user services including HMI based on the results of Action 3.2.: The traffic information providers need to setup or adapt (depending on the availability of already

existing services like for instance services on mobile devices or websites of each project partner) the end-user traveller and traffic information services. This needs to happen in accordance to the new commonly agreed EDITS environment including the preparation for the migration to the new framework and specifications from WP3. If the specifications that have been defined previously within WP3 turn out to be not fully feasible (e.g. for the design layout and HMI design of the services for the mobile device / website) slight adaptations of them can still be done in this phase of the project.
Action 4.2. System Installation: Based on the Actions 3.2., 3.3. and on the programming tasks of Action 4.1. this Action is the very core of WP4. Based on the developed EDITS GIP interface the systems that are needed for the end-user services will be implemented. This includes: purchase of relevant hardware, installation of the system (relevant soft- and hardware), setup of the system (setup

of basic data) and setup of existing/relevant interfaces (implementation of the EDITS GIPs, interfaces and end-user services) that are necessary to prepare, setup, start, and run a successful demonstration phase in WP 5 of EDITS, together with the activities to share experiences within the consortium.
The installations include: .) Overall system and service installation/enhancement and updates at operators side .) Implementation and/or adaption of the regional EDITS GIPs based on the concurrent developments in Action 4.1. .) Implementation of the commonly agreed EDITS data and information exchange interfaces and communication protocols
Action 4.3. System Tests: This Action has the main focus on performing end-to-end system tests, and validation of data registry management of end-to-end service testing together with system validation to guarantee a successful demonstration phase in WP 5.

Textbox 285 you have 2817 characters (max. 3.000 characters)

Links to other work packages

Basis for WP5, Contributions to WP2

Textbox 286 you have 35 characters (max. 150 characters)

Responsible partner	PP6: Public Transport association of the Eastern region of Austria / ITS Vienna Region

Involved partners	LP	☐	PP2	☒	PP3	☒	PP4	☒	PP5	☒	PP6	☒	PP7	☒	PP8	☒	PP9	☒
			PP10	☒	PP11	☒	PP12	☒	PP13	☒	PP14	☐	PP15		PP16		PP17	
			PP18		PP19		PP20		PP21		PP22		PP23		PP24		PP25	

	Title of action	Start month of Action	End month of Action	Total costs of Action
4.1.	Development	10	22	342.395,60 €
4.2.	System installation	12	24	615.670,75 €
4.3.	System Tests	20	24	65.152,50 €
4.4.				
		Total costs of the work package		1.023.218,85 €

Outputs

In case you choose an Output as Core Output, please fill in the description in the Core Output Table below the Output table.

		Title of output (max. 75 characters)	Month of av.	is a Core Out.?	Qualitative description (max. 250 characters)	Quantitative desc. (max. 75 characters)
4.1.	4.1.1	Mid-term report on development phase in Demonstration Area CENTROPE	16	☐	Mid-term status report and documentation on the programming tasks for the development and set-up of the regional EDITS GIPs and required EDITS GIP interfaces based on the specifications from Action 3.4. in the demonstration Area CENTROPE	1 status report
	4.1.2	Mid-term report on development phase in Demonstration Area IT	16	☐	Mid-term status report and documentation on the programming tasks for the development and set-up of the regional EDITS GIPs and required EDITS GIP interfaces based on the specifications from Action 3.4. in the demonstration Area IT	1 status report
	4.1.3	Mid-term report on development phase in Demonstration Area AT - IT - SI	16	☐	Mid-term status report and documentation on the programming tasks for the development and set-up of the regional EDITS GIPs and required EDITS GIP interfaces based on the specifications from Action 3.4. in the demonstration Area AT-IT-SI	1 status report
	4.1.4	Final report on development phase in Demonstration Area CENTROPE	22	☐	This report describes the developed and adapted components that are necessary to provide the defined end-user services in the Demonstration Area CENTROPE	1 report
	4.1.5	Final report on development phase in Demonstration Area IT	22	☐	This report describes the developed and adapted components that are necessary to provide the defined end-user services in the Demonstration Area IT	1 report
	4.1.6	Final report on development phase in Demonstration Area AT - IT - SI	22	☐	This report describes the developed and adapted components that are necessary to provide the defined end-user services in the Demonstration Area AT - IT - SI	1 report
	4.1.7					
4.2.	4.2.1	Mid-term report on installation phase in Demonstration Area CENTROPE	18	☐	Mid-term status report on the acquirement of the hardware, installation and setup of the system and setup of existing/relevant interfaces (implementation of the EDITS GIPs, interfaces and end-user services)	1 status report
	4.2.2	Mid-term report on installation phase in Demonstration Area IT	18	☐	Mid-term status report on the acquirement of the hardware, installation and setup of the system and setup of existing/relevant interfaces (implementation of the EDITS GIPs, interfaces and end-user services)	1 status report
	4.2.3	Mid-term report on installation phase in Demonstration Area AT - IT - SI	18	☐	Mid-term status report on the acquirement of the hardware, installation and setup of the system and setup of existing/relevant interfaces (implementation of the EDITS GIPs, interfaces and end-user services)	1 status report
	4.2.4	Report on installation phase in Demonstration Area CENTROPE	24	☐	Report on the acquirement of the hardware, installation and setup of the system and setup of existing/relevant interfaces (implementation of the EDITS GIPs, interfaces and end-user services)	1 report
	4.2.5	Report on installation phase in Demonstration Area IT	24	☐	Report on the acquirement of the hardware, installation and setup of the system and setup of existing/relevant interfaces (implementation of the EDITS GIPs, interfaces and end-user services)	1 report
	4.2.6	Report on installation phase in Demonstration Area AT - IT - SI	24	☐	Report on the acquirement of the hardware, installation and setup of the system and setup of existing/relevant interfaces (implementation of the EDITS GIPs, interfaces and end-user services)	1 report
	4.2.7	Confirmation of the EDITS System Installation CENTROPE	24	☒	Every partner within the demonstration Area CENTROPE needs to confirm the installed systems and updates that have been performed in accordance to the EDITS needs.	Operator's System operative

	4.2.8	Confirmation of the EDITS System Installation IT	24	☒	Every partner within the demonstration Area IT needs to confirm the installed systems and updates that have been performed in accordance to the EDITS needs.	Operator's System operative
	4.2.9	Confirmation of the EDITS System Installation AT - IT - SI	24	☒	Every partner within the demonstration Area AT-IT-SI needs to confirm the installed systems and updates that have been performed in accordance to the EDITS needs.	Operator's System operative
	4.2.10					
4.3.	4.3.1	Report on the EDITS System Tests CENTROPE	24	☐	This reports describes the performed end-to-end tests of the developed and implemented EDITS services within the Demonstration Area CENTROPE	1 report
	4.3.2	Report on the EDITS System Tests IT	24	☐	This reports describes the performed end-to-end tests of the developed and implemented EDITS services within the Demonstration Area IT	1 report
	4.3.3	Report on the EDITS System Tests AT - IT - SI	24	☐	This reports describes the performed end-to-end tests of the developed and implemented EDITS services within the Demonstration Area AT - IT - SI	1 report
	4.3.4					

Core Outputs

Please describe the core outputs by specifying the major activities and their envisaged **results;** also outline the **target groups**, and the **process how the results are used** by these target groups (max. of 2x1000 characters).

		Title of Core Output	**Core Output description**
4.2.	4.2.7	Confirmation of the EDITS System Installation CENTROPE	This output is required from all partners that are going to do any kinds of systems installation and deployment of end-user services within EDITS. Every partner within the demonstration area CENTROPE needs to confirm that the installed systems and updates have been conducted in accordance to the agreed EDITS needs and requirements. This is an essential step towards WP5 as the demonstrations will only be feasible if the system is installed correctly and everything is working properly. This required confirmation of the successful implementation of the EDITS GIP and interface concept for the transnational exchange of traffic related information is of course heavily dependant on the results of the end-to-end tests that are being performed in Action 4.3. This core output is mainly a internal project milestone, however it also targets stakeholder groups like transportation planers, service providers, operators and adminstrations who can be invited to have a look at the installed systems.
	4.2.8	Confirmation of the EDITS System Installation IT	This output is required from all partners that are going to do any kinds of systems installation and deployment of end-user services within EDITS. Every partner within the Demonstration Area IT needs to confirm that the installed systems and updates have been conducted in accordance to the agreed EDITS needs and requirements. This is an essential step towards WP5 as the demonstrations will only be feasible if the system is installed correctly and everything is working properly. This required confirmation of the successful implementation of the EDITS GIP and interface concept for the transnational exchange of traffic related information is of course heavily dependant on the results of the end-to-end tests that are being performed in Action 4.3. This core output is mainly a internal project milestone, however it also targets stakeholder groups like transportation planers, service providers, operators and adminstrations who can be invited to have a look at the installed systems.

	4.2.9	Confirmation of the EDITS System Installation AT - IT - SI	This output is required from all partners that are going to do any kinds of systems installation and deployment of end-user services within EDITS. Every partner within the Demonstration Area AT-IT-SI needs to confirm that the installed systems and updates have been conducted in accordance to the agreed EDITS needs and requirements. This is an essential step towards WP5 as the demonstrations will only be feasible if the system is installed correctly and everything is working properly. This required confirmation of the successful implementation of the EDITS GIP and interface concept for the transnational exchange of traffic related information is of course heavily dependant on the results of the end-to-end tests that are being performed in Action 4.3. This core output is mainly a internal project milestone, however it also targets stakeholder groups like transportation planers, service providers, operators and adminstrations who can be invited to have a look at the installed systems.

Activities outside Central Europe area, but within EU:
please describe the activities and the planned benefits for the Central Europe area.

no activities

Activities in Third Countries:
please describe the activities and the planned benefits for the Central Europe area.

no activities

Indicate the planned ERDF for these activities:

Amount:	0,00 €

Work package 5

Work package name:	Demonstration

Work package level

Strategic focus/main objectives	Demonstration and operation of the EDITS system in cross-border areas

Summary **description** and approach (including the contribution to the project main objectives)

Within this WP six pilot actions will be prepared, set up and conducted in three different demonstration areas:
Action 5.1.: Multimodal Demonstration Area CENTROPE: The EDITS partners represent the geographic location of the CENTROPE region very well. Therefore the partners within this region plan to demonstrate end-user services that are based on the developed EDITS interfaces throughout the CENTROPE region. Access to public transport related data in the piloted areas will be ensured by the involved PPs. .) Pilot 1 Vienna Region (AT) – Bratislava (SK): The Austrian partners PP6, PP12 and Slovakian partner PP7 will demonstrate transnational exchange of traffic related information that results in services that enable the end-users to plan a multimodal transnational trip from the Vienna Region to Bratislava .) Pilot 2 Vienna Region (AT) – Brno Region (CZ): The Austrian partners PP6, PP12 and Czech partners PP9, PP10, PP11 will demonstrate transnational exchange of information that

that results in services that enable the end-users to plan a multimodal transnational trip from the Vienna Region to Brno Region. .) Pilot 3 Vienna Region (AT) – Győr Region (H): The Austrian partners PP6, PP12 and Hungarian partners PP13, PP8 will demonstrate transnational exchange of information that results in services that enable the end-users to plan a multimodal transnational trip from the Vienna Region to Győr Region.
.) Pilot 4 Bratislava (SK) – Brno Region (CZ): The Slovakian partners PP7, PP12 and Czech partners PP9, PP10, PP11 will demonstrate transnational exchange of information that results in services that enable the end-users to plan a multimodal transnational trip from Bratislava to Brno Region.
Action 5.2.: Multimodal Demonstration Area Italy: Within this demo two EDITS partners will demonstrate the feasibility of the EDITS approach on an interregional level within Italy. In particular this demonstration includes one concrete pilot:

.) Pilot 1: Ferrara (IT) – Modena (IT): Within this Pilot the partners PP4 and PP5 will demonstrate the EDITS approach through the provision of multimodal end-user services.
Action 5.3. Individual Demonstration Area Austria – Italy – Slovenia: This demo area focuses on individual transport within the cross-border triangular area of Austria, Italy and Slovenia. .) Pilot 1: Triangle Villach (AT) – Udine (IT) – Ljubljana (SI) The partners PP3, PP2 and PP12 will prove the feasibility of the EDITS approach by demonstrating end-user services that focus on traffic information for individual travelers in order to support strategic traffic management on the road network. In particular this means that through the transnational exchange of traffic information the end-users will receive routing recommendations according to the current traffic. The data provision on the SI side will be ensured by the support of the SI ministry of transport as well as from the motorway operator DARS via Datex II.

Textbox 287 you have 2957 characters (max. 3.000 characters)

Links to other work packages

Contributions to WP6 and WP2

Textbox 288 you have 28 characters (max. 150 characters)

Responsible partner	PP8: Coordination Center for Transport Development																				
Involved partners	LP	☒	PP2	☒	PP3	☒	PP4	☒	PP5	☒	PP6	☒	PP7	☒	PP8	☒	PP9	☒			
	PP10	☒	PP11	☒	PP12	☒	PP13	☒	PP14	☐	PP15		PP16		PP17						
	PP18		PP19		PP20		PP21		PP22		PP23		PP24		PP25						

	Title of action	Start month of Action	End month of Action	Total costs of Action
5.1.	Multimodal Transport Demonstration Area CENTROPE	23	29	282.741,00 €
5.2.	Multimodal Transport Demonstration Area Italy	23	29	37.434,00 €
5.3.	Individual Transport Demonstration Area Austria - Italy - Slovenia	23	29	44.904,00 €
5.4.				
		Total costs of the work package		365.079,00 €

Outputs

In case you choose an Output as Core Output, please fill in the description in the Core Output Table below the Output table.

		Title of output (max. 75 characters)	Month of av.	is a Core Out.?	Qualitative description (max. 250 characters)	Quantitative desc. (max. 75 characters)
5.1.	5.1.1	Demonstration Start CENTROPE Pilot 1	26	☐	Confirmation of the demonstration start in the Multimodal CENTROPE Pilot 1 "Vienna Region (AT) - Bratislava Region (SK)" in accordance to the Demonstration Plan (Output 3.5.2)	Confirmation of demonstration start from all demo partners
	5.1.2	Demonstration Start CENTROPE Pilot 2	26	☐	Confirmation of the demonstration start in the Multimodal CENTROPE Pilot 2 "Vienna Region (AT) - Brno Region (CZ)" in accordance to the Demonstration Plan (Output 3.5.2)	Confirmation of demonstration start from all demo partners
	5.1.3	Demonstration Start CENTROPE Pilot 3	26	☐	Confirmation of the demonstration start in the Multimodal CENTROPE Pilot 3 "Vienna Region (AT) - Győr Region (H)" in accordance to the Demonstration Plan (Output 3.5.2)	Confirmation of demonstration start from all demo partners
	5.1.4	Demonstration Start CENTROPE Pilot 4	26	☐	Confirmation of the demonstration start in the Multimodal CENTROPE Pilot 4 "Bratislava Region (SK) - Brno Region (CZ)" in accordance to the Demonstration Plan (Output 3.5.2)	Confirmation of demonstration start from all demo partners
	5.1.5	Report on CENTROPE Pilot 1	28	☐	Internal report on the conduction of the Multimodal CENTROPE Pilot 1 "Vienna Region (AT) - Bratislava Region (SK)" as input for Output 5.1.9. (PP6, PP12, PP7)	1 Pilot Action including internal documentation report
	5.1.6	Report on CENTROPE Pilot 2	28	☐	Internal report on the conduction of the Multimodal CENTROPE Pilot 2 "Vienna Region (AT) - Brno Region (CZ)" as input for Output 5.1.9. (PP6, PP12, PP9, PP10, PP11)	1 Pilot Action including internal documentation report
	5.1.7	Report on CENTROPE Pilot 3	28	☐	Internal report on the conduction of the Multimodal CENTROPE Pilot 3 "Vienna Region (AT) - Győr Region (H)" as input for Output 5.1.9. (PP6, PP12, PP13, PP8)	1 Pilot Action including internal documentation report
	5.1.8	Report on CENTROPE Pilot 4	28	☐	Internal report on the conduction of the Multimodal CENTROPE Pilot 4 "Bratislava Region (SK) - Brno Region (CZ)" as input for Output 5.1.9. (PP7, PP12, PP9, PP10, PP11)	1 Pilot Action including internal documentation report
	5.1.9	Final report on the CENTROPE demonstration	29	☒	This report aggregates the consolidated overall results of the Multimodal CENTROPE Transport Demonstration Area CENTROPE based on the documentation from Outputs 5.1.5, 5.1.6., 5.1.7. and 5.1.8. (PP8)	1 report
	5.1.10					
5.2.	5.2.1	Demonstration Start of "Italy" Pilot	26	☐	Confirmation of the demonstration start in the Italian Pilot "Province of Ferrara (IT) - Province of Modena (IT)" in accordance to the Demonstration Plan (Output 3.5.2)	Confirmation of demonstration start from all demo partners
	5.2.2	Final Report on "Italy" Pilot	29	☒	This reports aggregates the overall results of the achievements and conduction of the Italian Pilot "Province of Ferrara (IT) - Province of Modena (IT)" (PP4, PP5)	1 report
	5.2.3					
5.3.	5.3.1	Demonstration Start of "Austria - Italy - Slovenia" Pilot	26	☐	Confirmation of the demonstration start in the Pilot Triangle Villach (AT) - Udine (IT) - Ljubljana (SI) in accordance to the Demonstration Plan (Output 3.5.2)	Confirmation of demonstration start from all demo partners
	5.3.2	Final Report on "Austria - Italy - Slovenia" Pilot	29	☒	This reports aggregates the overall results of the achievements and conduction of the Pilot Triangle Villach (AT) - Udine (IT) - Ljubljana (SI) (PP3, PP2, PP12)	1 report
	5.3.3					

Core Outputs

Please describe the core outputs by specifying the major activities and their envisaged **results;** also outline the **target groups**, and the **process how the results are used** by these target groups (max. of 2x1000 characters).

	Title of Core Output	**Core Output description**

5.1.	5.1.9	Final report on the CENTROPE demonstration	This report describes the overall results and process of the Multimodal Transport Demonstration Area CENTROPE. In particular this report aggregates all results that have been achieved in the 4 Pilot Actions and the associated areas and will contribute to the actions performed in WP6. Furthermore this report includes the evaluation of the results and feedback that have been collected within the user-survey. This report will show the overall achievements within the demonstration process and the collected feedback (input for Action 6.1.) of the end-users on the deployed ITS services. Furthermore this core-output will be an important input for the activities in WP2 and the recommendations in WP6 that will be disseminated to the relevant target groups. The main relevant target group for this core output and the overall performed pilot actions are really the end-users within the respective pilot regions who will be able to experience the implemented services. Through the conduction of the CENTROPE demonstration area vital results on the feasibility of the EDITS approach are going to be gathered that will be used for the activities within WP2 for dissemination and WP6 for assessment and strategy related tasks.
5.2.	5.2.2	Final Report on "Italy" Pilot	This report describes the overall results and process of the Multimodal Transport Demonstration Area CENTROPE. In particular this report aggregates all results that have been achieved in the 4 Pilot Actions and the associated areas and will contribute to the actions performed in WP6. Furthermore this report includes the evaluation of the results and feedback that have been collected within the user-survey. This report will show the overall achievements within the demonstration process and the collected feedback (input for Action 6.1.) of the end-users on the deployed ITS services. Furthermore this core-output will be an important input for the activities in WP2 and the recommendations in WP6 that will be disseminated to the relevant target groups. The main relevant target group for this core output and the overall performed pilot actions are really the end-users within the respective pilot regions who will be able to experience the implemented services. Through the conduction of the Italy demonstration area vital results on the feasibility of the EDITS approach are going to be gathered that will be used for the activities within WP2 for dissemination and WP6 for assessment and strategy related tasks.
5.3.	5.3.2	Final Report on "Austria - Italy - Slovenia" Pilot	This report describes the overall results and process of the Multimodal Transport Demonstration Area CENTROPE. In particular this report aggregates all results that have been achieved in the 4 Pilot Actions and the associated areas and will contribute to the actions performed in WP6. Furthermore this report includes the evaluation of the results and feedback that have been collected within the user-survey. This report will show the overall achievements within the demonstration process and the collected feedback (input for Action 6.1.) of the end-users on the deployed ITS services. Furthermore this core-output will be an important input for the activities in WP2 and the recommendations in WP6 that will be disseminated to the relevant target groups. The main relevant target group for this core output and the overall performed pilot actions are really the end-users within the respective pilot regions who will be able to experience the implemented services. Through the conduction of the Austria – Italy – Slovenia demonstration area vital results on the feasibility of the EDITS approach are going to be gathered that will be used for the activities within WP2 for dissemination and WP6 for assessment and strategy related tasks.

Activities outside Central Europe area, but within EU:
please describe the activities and the planned benefits for the Central Europe area.

no activities

Activities in Third Countries:
please describe the activities and the planned benefits for the Central Europe area.

no activities

Indicate the planned ERDF for these activities:

Amount:	0,00 €

Work package 6

Work package name:	Assessment and Strategy

Work package level

Strategic focus/main objectives	Assessment of user acceptance, elaboration of a Business Plan and a long term roll-out strategy including recommendations to relevant stakeholders

Summary **description** and approach (including the contribution to the project main objectives)

WP6 will focus on the assessment of the collected feedback and will deal with the overall outlook in the future. This therefore includes the following actions:
Action 6.1. Assessment of the User-Survey: Within this action a user-survey and evaluation of the user acceptance within the three Demonstration Areas of WP5 (Action 5.1., 5.2. and 5.3.) will be conducted. In particular this assessment includes:
.) Evaluation of results and feedback: The demonstration site results will be analysed according to the site specific conditions for user acceptance and user behaviour by the means of interviews (e.g. through feedback questionnaires) of the end-users, selected EDITS stakeholders like operators and administrations as well as system developers – here the national workshops within each Demonstration Area (conducted within Action 6.2.) will also play a key role to ensure proper involvement of the relevant stakeholders.

.) Conclusions on the feasibility and impact of the EDITS concept and services: Based on the results of the user acceptance and stakeholder reaction data, conclusions and limitations will be drawn. This will take place on a theoretical and a practical level, giving recommendations for both researchers and practitioners.
Action 6.2: Business Plan and Roll Out Strategy: Objective of this action is to show a relevant business plan for expanding EDITS to other European Regions. As a first step, value chain partners will be identified and analysed. During interviews and national workshops (within the three demonstration areas CENTROPE, IT and AT-IT-SI) with these identified partners of the value chain, a business model will be developed, where all stakeholders and their interactions are identified. On basis of this business model a Roll out strategy will be elaborated. Business development and marketing activities to ensure a broad and smooth roll-out of EDITS will be described in detail.

In particular the following tasks will be conducted: .) Analysis of the entire value chain, .) Development of a Business Model, .) Development of a Deployment Plan
Action 6.3: Recommendation to the Relevant Stakeholders: Results of the testing and evaluation phase of the project will serve as basis for the recommendations to relevant stakeholders in terms of their internal organisation but also in terms of options in the value chain. Both positive and negative experiences and project outcomes will give valuable input to further research but mainly to the future deployment of EDITS for relevant stakeholder groups. This will take place on a theoretical and a practical level, giving recommendations for both researchers and practitioners in public authorities, operators and traffic information service providers. This includes: .) Policy recommendations, .) Recommendations to all stakeholders within the value chain

Textbox 289 you have 2849 characters (max. 3.000 characters)

Links to other work packages

Contributions to WP2

Textbox 290 you have 20 characters (max. 150 characters)

Responsible partner	PP11: KORDIS JMK, plc.																				
Involved partners	LP	☒	PP2	☒	PP3	☒	PP4	☐	PP5	☒	PP6	☒	PP7	☒	PP8	☒	PP9	☒			
			PP10	☒	PP11	☒	PP12	☒	PP13	☒	PP14	☐	PP15		PP16		PP17				
			PP18		PP19		PP20		PP21		PP22		PP23		PP24		PP25				

	Title of action	Start month of Action	End month of Action	Total costs of Action
6.1.	Assessment of the User-Survey	26	29	64.487,00 €
6.2.	Business Plan and Roll Out Strategy	10	29	46.448,00 €
6.3.	Recommendation to the Relevant Stakeholders	26	29	51.677,00 €
6.4.				
		Total costs of the work package		162.612,00 €

Outputs

In case you choose an Output as Core Output, please fill in the description in the Core Output Table below the Output table.

		Title of output (max. 75 characters)	Month of av.	is a Core Out.?	Qualitative description (max. 250 characters)	Quantitative desc. (max. 75 characters)
6.1.	6.1.1	Evaluation of results and feedback	29	☐	The demonstration site results will be analysed according to the site specific conditions for user acceptance and user behaviour	1 report
	6.1.2	User acceptance report	29	☐	This report describes the conducted user-survey and evaluates the user acceptance of the demonstrated EDITS services. A first draft will be available in M28 in order to provide a feedback loop to WP5.	1 report
	6.1.3					
6.2.	6.2.1	National Workshop 1 in Demonstration Area CENTROPE	28	☐	First national workshop that will be conducted in order to support stakeholder involvement for the discussion of the pilot results within the Demonstration Area CENTROPE.	1 workshop
	6.2.2	National Workshop 2 in Demonstration Area CENTROPE	28	☐	Second national workshop that will be conducted in order to support stakeholder involvement for the discussion of the pilot results within the Demonstration Area CENTROPE.	1 workshop
	6.2.3	National Workshop in Demonstration Area IT	28	☐	This national workshop will be conducted in order to support stakeholder involvement for the discussion of the of the pilot results within the Demonstration Area IT.	1 workshop
	6.2.4	National Workshop in Demonstration Area AT-IT-SI	28	☐	This national workshop will be conducted in order to support stakeholder involvement for the discussion of the of the pilot results within the Demonstration Area AT-IT-SI.	1 workshop
	6.2.5	Documentation of the Value Chain Analysis	14	☐	A value chain analysis will be conducted as a basis for the development of a roll-out strategy.	1 documentation of the results of the analysis
	6.2.6	Draft documentation of the Business Model	18	☐	A business model will be drafted for the Draft business plan.	1 draft documentation of the business model
	6.2.7	Draft Report on Deployment Plan	18	☐	A deployment plan will be drafted for the Draft business plan.	1 draft deployment plan report
	6.2.8	Draft EDITS business plan	18	☐	This report describes the first draft of a possible business plan based on the results gathered in the first year of the EDITS projects as a basis for further discussion and improvements.	1 draft report

	6.2.9	Final EDITS business plan	29	☐	This report describes the final business plan based on the draft business plan (6.2.1.) and the results of the national workshops.	1 report
	6.2.10					
6.3.	6.3.1	EDITS stakeholder recommendation	29	☒	This reports includes the EDITS recommendations to all relevant stakeholder based on the project results	1 report
	6.3.2					

Core Outputs

Please describe the core outputs by specifying the major activities and their envisaged **results;** also outline the **target groups**, and the **process how the results are used** by these target groups (max. of 2x1000 characters).

		Title of Core Output	**Core Output description**
6.3.	6.3.1	EDITS stakeholder recommendation	The aim of this report is to formulate recommendations for the relevant stakeholder groups to foster and promote the adoption of the EDITS system and services in European regions beyond the project's timeframe. These recommendations are based on the inputs from the specifications in WP3, the demonstration results in WP5, the findings within the business plan and assessment of the user-survey as well as on the general experience of the EDITS partners. Furthermore this core-output will be an important input for the activities in WP2 to disseminate the results to the relevant target groups. The stakeholder recommendation target a broad range of relevant target groups. Similar to the the core outputs of WP3 for the definition of the EDITS services and specifications for the EDITS GIP and interfaces this core output targets the service providers, operators, administrations and transportation planners. The definite focus lies however on policy and decision makers in order to highlight the feasibility and benefits of the implemented EDITS approach to attract new followers of the concept in the future after the end of the project.

Activities outside Central Europe area, but within EU:
please describe the activities and the planned benefits for the Central Europe area.

no activities

Activities in Third Countries:
please describe the activities and the planned benefits for the Central Europe area.

no activities

Indicate the planned ERDF for these activities:

Amount:	0,00 €

Section 4: Project Partners

Lead Applicant information

Contact details

Institution (original language, official name)	AustriaTech - Gesellschaft des Bundes für technologiepolitische Maßnahmen GmbH		
Institution (official English translation)	AustriaTech - Federal Agency for technological Measures Ltd.		
Address of the legal seat	Donau-City-Strasse. 1		
Postal code	1220		
Town	Vienna		
Country	Austria		
Region (NUTS1)	OSTÖSTERREICH		
Region (NUTS2)	Wien		
Region (NUTS3)	Wien		
Website	www.austriatech.org		
Contact person (Firstname, Surname)	Mr	Martin	Böhm
E-mail	martin.boehm@austriatech.org		
Phone (office)	+43 1 2633444 63		
Phone (mobile)	+43 676 61400 14		
Fax	+43 1 2633444 10		
Legal representative / LP signatory (First-, Surname)	Mr	Martin	Russ
Function	Managing Director		

Institution profile

Legal status	Public equivalent body
Geographic level of activities	National
Thematic field of activities	Transport / ICT
Functional Type of partner	Research / technology development

Previous experience in managing cooperation projects (e.g. transnational, inter-regional, RTD,..)

EasyWay: Secretariat of EuroRegion CONNECT; Project Coordinator of COOPERS (Co-operative Systems for Intelligent Road Safety), In-Time (Intelligent and Efficient Travel Management for European Cities), Co-Cities (Cooperative Cities extend and validate mobility services)

Textbox 291 you have 270 characters (max. 300 characters)

Competences, capacity and know how of the partner to implement the result of the project.

AustriaTech GmbH was found in 2005 and is wholly-owned by the Austrian Ministry of Transport, Innovation and Technology (bmvit). As a government-affiliated company AustriaTech focuses on maximizing both the social and economic benefits of transport technology. The company's vision is to help create a modern transport system, a system that is sustainable, affordable and helps improve Austria's economy. The staff at AustriaTech is mainly made up of graduates from technical and business management institutions providing knowledge from the fields of information and communications technology, Intelligent Transport Systems, transport management and organisation, project management and administration. Currently 33 persons are employed at AustriaTech. AustriaTech's main activities supporting intelligent mobility in Austria are: .) Technological support for Austrian mobility and infrastructure operators, .) strategic research and think tank functions,

.) development of innovative strategies for implementation of ITS measures in Austria (e.g. development of the Austrian national ITS Action Plan), .) Assisting in implementation of EU, directives and international guidelines .) Participation in R&D and implementation projects, .) Interface with national stakeholders.
Being coordinator of several EU projects and being involved in national projects regarding real time traveller and traffic information services AustriaTech is well experienced in this field. Especially the know-how that has been created by being involved in the projects GIP.at (Graph Integration Platform for all of Austria, AustriaTech will host the servers for the federal traffic graph of ASFINAG and ÖBB), VAO (Verkehrsauskunft Österreich – Austrian-wide Traffic Information) and In-Time will be an asset to the EDITS project.

Textbox 292 you have 1815 characters (max. 2.000 characters)

Contribution of the partner to the project

Sound project management / coordination of the entire project, dissemination activities, Definition of end-user services, tasks regarding the demonstration as well as for evaluation and assessment

Textbox 293 you have 196 characters (max. 200 characters)

Benefit of the partner from the project

The objectives of the EDITS project highly correlate to the national and international activities of AustriaTech in the field of Traveller Information Services and harmonisation of data exchange.

Textbox 294 you have 195 characters (max. 200 characters)

Financial contribution

Location of partner	Source of funding	Amount
EU partner within CENTRAL EUROPE	ERDF	175.141,35 €
	Public co-financing	58.380,45 €
	Total Budget	233.521,80 €
	- out of which for activities in 3rd Countries (total costs)	0,00 €

Rate of ERDF co-financing	75,00%

Project Partner information: PP2

Contact details

Institution (original language, official name)	Central European Initiative - Executive Secretariat		
Institution (official English translation)	Central European Initiative - Executive Secretariat		
Address	Via Genova 9		
Postal code	34121		
Town	Trieste		
Country	Italia		
Region (NUTS1)	NORD-EST		
Region (NUTS2)	Friuli-Venezia Giulia		
Region (NUTS3)	Trieste		
Website	http://ceinet.org		
Contact person (Firstname, Surname)	Mr	Carlo	Fortuna
E-mail	fortuna@cei-es.org; birnbaum@cei-es.org		
Phone (office)	+39 040 7786751		
Phone (mobile)	+39 3666161448		
Fax	+39 040 360640		
Legal representative (Firstname, Surname)	Mr	Gerhard	Pfanzelter
Function	Secretary General		

Institution profile

Legal status	International organisation under national law
Geographic level of activities	International
Thematic field of activities	Transport / ICT
Functional Type of partner	Public sector / administration

Previous experience participating in cooperation projects (e.g. transnational, inter-regional, RTD,..)

So far the CEI has participated in 17 EU projects as full-fledged partner within several EU programmes (i.e. 6th and 7th Framework Programme; Adriatic New Neighbourhood Programme; INTERREG IIIB CADSES; INTERACT; European Programme for Critical Infrastructure Protection 2007, South East Europe transnational Cooperation Programme, Cross border cooperation Programme Italy-Slovenia, INTERREG IV C).

Textbox 295 you have 398 characters (max. 500 characters)

Competences, capacity and know how of the partner to implement the result of the project

The CEI has experience in cooperation both at the institutional and project level through several instruments such as joint projects, experts' networks and university networks and has access to an extensive network of relevant stakeholders at the ministerial level. In the context of the EDITS project, the CEI will act as an institutional bridge promoting the experiences to be developed within the project, by targeting its contacts for the creation of a wider platform for exchange and at the same time will also provide its technical expertise.
The CEI will coordinate WP2 Communication, knowledge management and dissemination. The CEI will analyse the current EU legislation/EU guidelines and EU Parliament Report and Initiatives (e.g. EasyWay, Directive 2007/2/EC (INSPIRE), Directive 2010/40/EU (ITS-Directive).

The CEI will also contribute with the findings of CEI on-going projects which are covering Multimodal Transport topics (e.g. http://www.cei.int/content/multimodal-transport) and update the transport model (graph) for the Italian border area with Slovenia and it will be involved in the creating the institutional/organisational and technical framework for the demonstration area in the cross-border area of Pilot 5.3.1. "Austria – Italy – Slovenia". In particular the CEI is able to provide EDITS-GIP related information within the cross-border area of Slovenia and the FVG region in Italy – from Koper to Divaca to Nova Gorica - for the established regional EDITS GIP. Finally the CEI will give its inputs on the recommendation to relevant stakeholders.

Textbox 296 you have 1575 characters (max. 2.000 characters)

Contribution of the partner to the project

The CEI will coordinate Work Package 2 and will contribute to the technical activities

Textbox 297 you have 89 characters (max. 200 characters)

Benefit of the partner from the project

The CEI will benefit from the project as it will implement the project results in the the Italian -Slovenia cross border area.

Textbox 298 you have 126 characters (max. 200 characters)

Financial contribution

Location of partner	Source of funding	Amount
EU partner within CENTRAL EUROPE	ERDF	183.729,38 €
	Public co-financing	61.243,12 €
	Total Budget	244.972,50 €
	- out of which for activities in 3rd Countries (total costs)	0,00 €
ERDF grant rate		75,00%

Project Partner information: PP3

Contact details

Institution (original language, official name)	Regione Autonoma Friuli Venezia Giulia Direzione Centrale infrastrutture, mobilita', pianificazione territoriale e lavori pubblici		
Institution (official English translation)	Autonomous Region of Friuli Venezia Giulia Central Directorate for infrastructure, mobility, spatial planning and public works		
Address	via Giulia 75/1		
Postal code	34126		
Town	Trieste		
Country	Italia		
Region (NUTS1)	NORD-EST		
Region (NUTS2)	Friuli-Venezia Giulia		
Region (NUTS3)	Trieste		
Website	www.regione.fvg.it		
Contact person (Firstname, Surname)	Mr	Massimiliano	Angelotti
E-mail	massimiliano.angelotti@regione.fvg.it / viviane.basso@regione.fvg.it		
Phone (office)	+39 040 377 4720		
Phone (mobile)	+39 334 6261606		
Fax	39 040 377 4732		
Legal representative (Firstname, Surname)	Mr	Mauro	Zinnanti
Function	Director of Mobility Division		

Institution profile

Legal status	Public authority
Geographic level of activities	Regional
Thematic field of activities	Transport / ICT
Functional Type of partner	Public sector / administration

Previous experience participating in cooperation projects (e.g. transnational, inter-regional, RTD,..)

In 2000-2006 was partner in ALPFRAIL (Interreg IIIB ALPINE SPACE) and IMONODE (CADSES) and LP of PORTUS (Interreg IIIA ADRIATIC CROSSBORDER Programme). In 2007-2013 it is partner in n. 8 ongoing projects: SONORA and BATCO (Central Europe); TRANSITECTS (Alpine Space); TRIM (Italy-Austria); ADRIA-A, Interbike, Croctal and TIP (Italy-Slovenia), and it is also the LP in two on-going Italy-Austria Projects named CAAR and MICOTRA.

Textbox 299 you have 431 characters (max. 500 characters)

Competences, capacity and know how of the partner to implement the result of the project

FVG Region, Central Directorate for infrastructure, mobility, spatial planning and public works, has a long lasting experience and competence in the management of EU projects and in cooperating with partners at regional, national and international level. Within its organization, it has established since 2006 a specific Unit which is in charge of all the administrative and financial issues related to EU co-financed project management, supporting the participation of the various technical Divisions in which the Directorate is composed by (Mobility division, Infrastructure division, Spatial planning division). Autonomous Region of Friuli Venezia Giulia brings its experience in development of common graph and database in the transport field, especially achieved working on TRIM - Transport Monitoring Infrastructure project. As FVG is the main shareholder of the Italian motorway company Autovie Venete in the region FVG region they will be able to bring in the experience

and data of Autovie Venete who are cooperating with DARS, the Slovenian motorway operator. In particular FVG is planning to facilitate the already existing DATEX II (http://www.datex2.eu/) nodes – an already existing system for information exchange between Autovie Venete and DARS that originates from the EasyWay project - to receive transnational data from the Slovenian side within the Individual Demonstration Area Austria – Italy – Slovenia to support the demonstration of strategic traffic management services.

Textbox 300 you have 1496 characters (max. 2.000 characters)

Contribution of the partner to the project

The FVG region shares its regional transport network (private and public) data useful to the creation of the common database at European level and to the development of ITS applications.

Textbox 301 you have 186 characters (max. 200 characters)

Benefit of the partner from the project

The EDITS project will provide opportunities for FVG to implement and improve ITS systems and services while strengthening the transnational cooperation with neighbouring regions and countries.

Textbox 302 you have 193 characters (max. 200 characters)

Financial contribution

Location of partner	Source of funding	Amount
EU partner within CENTRAL EUROPE	ERDF	134.233,88 €
	Public co-financing	44.744,62 €
	Total Budget	178.978,50 €
	- out of which for activities in 3rd Countries (total costs)	0,00 €

ERDF grant rate	75,00%

Project Partner information: PP4

Contact details

Institution (original language, official name)	Provincia di Modena		
Institution (official English translation)	Province of Modena		
Address	Viale Martiri della Libertà 34		
Postal code	41121		
Town	Modena		
Country	Italia		
Region (NUTS1)	NORD-EST		
Region (NUTS2)	Emilia-Romagna		
Region (NUTS3)	Modena		
Website	http://www.provincia.modena.it/		
Contact person (Firstname, Surname)	Ms	Alice	Toni
E-mail	toni.a@provincia.modena.it		
Phone (office)	+39 059 209 298		
Phone (mobile)	+39 340 8488142		
Fax	+39 059 209 349		
Legal representative (Firstname, Surname)	Mr	Emilio	Sabattini
Function	President		

Institution profile

Legal status	Public authority
Geographic level of activities	Local
Thematic field of activities	Others
Functional Type of partner	Public sector / administration

Previous experience participating in cooperation projects (e.g. transnational, inter-regional, RTD,..)

In the 2000-2006 programming period, the Province of Modena took part in several European projects, among which two ETC project: .) Transromanica (Interreg III B); .) "Mo.Di. – Montagne Digitali" (Interreg III C). This strategy has been further developed in the 2007-2013 Programme and the Province has taken part in the following projects: .) TechFood (ETC – SEE) as Lead Partner; .) CrossCulToour (ECT – CE) as Partner;
.) PACMAn (ECT – MED) as Partner.

Textbox 303 you have 455 characters (max. 500 characters)

Competences, capacity and know how of the partner to implement the result of the project

Thanks to its traffic data surveys network, its mobility monitoring instruments and cartographic data bases, the Province of Modena has a wide competence and know-how in this field. Moreover, data concern the whole Modena territory.
The Province of Modena has long since promoted the realization of a sustainable, safer and more flowing mobility, which should respond to the needs of the territory that – for working, school, tourism and familiar reasons – has to move.
In this sense, the competences of the Province of Modena concern the planning, evaluation, monitoring and communication activities in the sustainable mobility sector.
In particular, the EDITS project will be managed in collaboration with aMo, the Mobility Agency of the Province of Modena.

aMo attends to public transport service planning in the Province of Modena, mobility management and urban logistic. aMo is a company totally owned from public subjects that are Province of Modena and Municipalities of Modena's province.
At the moment both the Province of Modena and aMo are equipped with specific instruments of ITS which are fully used and that could benefit and evolve thanks to EDITS results.

Textbox 304 you have 1175 characters (max. 2.000 characters)

Contribution of the partner to the project

Participation in all phases of the project with different expertise, bringing Province and aMo experience on project management, mobility and management of cartographic databases

Textbox 305 you have 178 characters (max. 200 characters)

Benefit of the partner from the project

Harmonization and integration of cartographic databases and realization of applications useful to citizens of the Province. Creating a homogeneous cartographic infrastructure used by multiple parties.

Textbox 306 you have 200 characters (max. 200 characters)

Financial contribution

Location of partner	Source of funding	Amount
EU partner within CENTRAL EUROPE	ERDF	155.647,84 €
	Public co-financing	51.882,61 €
	Total Budget	207.530,45 €
	- out of which for activities in 3rd Countries (total costs)	0,00 €

ERDF grant rate	75,00%

Project Partner information: PP5

Contact details

Institution (original language, official name)	Provincia di Ferrara - Tecnico,Infrastrutture, Edilizia, Protezione Civile, Appalti e Gare e Patrimonio		
Institution (official English translation)	Province of Ferrara -Technical Infrastructure, Buildings, Civil protection, Tenders		
Address	Corso Isonzo, 26		
Postal code	44100		
Town	Ferrara		
Country	Italia		
Region (NUTS1)	NORD-EST		
Region (NUTS2)	Emilia-Romagna		
Region (NUTS3)	Ferrara		
Website	www.provincia.fe.it		
Contact person (Firstname, Surname)	Ms	Claudia	Ziosi
E-mail	claudia.ziosi@provincia.fe.it; mauro.monti@provincia.fe.it		
Phone (office)	+39 0532 299275		
Phone (mobile)			
Fax	+39 0532 299231		
Legal representative (Firstname, Surname)	Ms	Marcella	Zappaterra
Function	President		

Institution profile

Legal status	Public authority
Geographic level of activities	Local
Thematic field of activities	Others
Functional Type of partner	Public sector / administration

Previous experience participating in cooperation projects (e.g. transnational, inter-regional, RTD,..)

Province of Ferrara has outstanding experience in management of territorial cooperation projects, acting as LP and PP in 15 projects, developed and under developing in the 2007-2013 programming periods and thanks to this expertise ensure a sounding and efficient management in benefit of LP and all partners. Among the others: EUWATER - LP SEE progr; BICY - LP central progr; GEOPOWER LP- INTERREG IV C; Retina PP - SEE; Waterways forward, PP-IVC; GUTS - PP Central; etc.

Textbox 307 you have 471 characters (max. 500 characters)

Competences, capacity and know how of the partner to implement the result of the project

From years, the Province of Ferrara is working on the issue of digitization of the transport system, arranging inside of its structure an office in this ambit that focuses on:
- Monitoring and analysis of traffic flows (traffic control center with real-time traffic sensors, cameras and VMS)
- Data collection, analysis and study of road accidents
- Analysis of road safety
- Identify and implement specific interventions for road safety through the design and construction supervision of operations.

The Province of Ferrara have expertise with regard to the asset management and road design and can count on two operational tools consisting of:
1.Monitoring System of Traffic on the highway of the own competence (including state and municipal networks), which operates through a sophisticated network of automatic acquisition of data flow and environmental; 2.Road Safety Observatory which is connected to a diverse range of interventions and methodologies - even experimental - avant-garde and relief at national level (land routes, methods of risk analysis) that are the core basis for the development of a “Integrated Mobile Information Center." As regards the power to influence local policies, the Province of Ferrara, is a direct executer of regional legislation and in the same time active promoter of new policies and strategies on sustainable development that implements in its territory.

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Contribution of the partner to the project

Prov FE has experience on the asset management and road design and can count on two operational tools described above who are very innovative at national level and transferrable to the other partners.

Textbox 309 you have 200 characters (max. 200 characters)

Benefit of the partner from the project

Still existing information system lacks of a harmonized traffic infrastructure data as well as the possibility to include specific data necessary for comprehensive road safety analyses.

Textbox 310 you have 185 characters (max. 200 characters)

Financial contribution

Location of partner	Source of funding	Amount
EU partner within CENTRAL EUROPE	ERDF	154.085,63 €
	Public co-financing	51.361,87 €
	Total Budget	205.447,50 €
	- out of which for activities in 3rd Countries (total costs)	0,00 €
ERDF grant rate		75,00%

Project Partner information: PP6

Contact details

Institution (original language, official name)	Verkehrsverbund Ost-Region (VOR) GesmbH / ITS Vienna Region		
Institution (official English translation)	Public Transport association of the Eastern region of Austria / ITS Vienna Region		
Address	Mariahilfer Strasse 77-79		
Postal code	1060		
Town	Vienna		
Country	Austria		
Region (NUTS1)	OSTÖSTERREICH		
Region (NUTS2)	Wien		
Region (NUTS3)	Wien		
Website	www.vor.at; www.its-viennaregion.at		
Contact person (Firstname, Surname)	Mr	Hans	Fiby
E-mail	hans.fiby@its-viennaregion.at		
Phone (office)	+43 1 581 30 60		
Phone (mobile)	+43 (0)66460526201		
Fax	+43 1 581 30 60 106		
Legal representative (Firstname, Surname)	Mr	Wolfgang	Schroll
Function	CEO		

Institution profile

Legal status	Public equivalent body
Geographic level of activities	Regional
Thematic field of activities	Transport / ICT
Functional Type of partner	Public sector / administration

Previous experience participating in cooperation projects (e.g. transnational, inter-regional, RTD,..)

In-Time (www.in-time-project.eu);
Econav (http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&ACTION=D&DOC=1&CAT=PROJ&RCN=100231)

Textbox 311 you have 126 characters (max. 500 characters)

Competences, capacity and know how of the partner to implement the result of the project

VOR, the Verkehrsverbund Ost-Region, is the public transport association of the Vienna Region (3.8 mill.inhabitants). VOR is responsible for planning, commissioning and the coordination of public transport services, cost and revenue management, marketing and mobility information, integrated tariff and participates in research and cooperation projects. VOR provides comprehensive real-time travel information services, both via internet and mobile devices (www.vor.at, www.qando.at).
In 2006 ITS Vienna Region was jointly created (integrated in VOR company) as a cooperative traffic management project by Austria's three Federal Provinces of Vienna, Lower Austria and Burgenland (Vienna Region). ITS Vienna Region supports the federal provinces in optimising their traffic management and e-government, is involved in research projects and has developed the new real-time traffic information service AnachB.at. Since 2009 AnachB.at offers intermodal journey planners for all means of transport

and a dynamic traffic map free of charge at www.AnachB.at, as iPhone App, Android App, Widget and iGoogle Gadget. AnachB.at provides dynamic multimodal traffic information and routing services (private cars, public transport, cycling, pedestrians, Park & Ride, Bike & Ride) and is continuously updated with the latest data provided by numerous partners. The data is the basis for comprehensive real time traffic maps which are applied to the new developed digital transport network GIP (Graph Integration Platform).
The GIP was developed under the lead of VOR and has been implemented in the Vienna Region. Currently the GIP implementations are being rolled-out in all of Austria. GIP is the basis for a lot of ITS applications provided by VOR/ITS Vienna Region: dynamic multimodal routing service, real-time information for private cars and public transport, traffic status view, traffic sensors and FCD, online transport model, traffic management and e-government processes in federal provinces.

Textbox 312 you have 1994 characters (max. 2.000 characters)

Contribution of the partner to the project

Participation in project management, systems specifications / development / installation / testing / demonstration, single demonstration area Centrope; recommendation to relevant stakeholders;

Textbox 313 you have 192 characters (max. 200 characters)

Benefit of the partner from the project

Interregional and transnational co-operation and know how transfer in developing and optimizing advanced traveller information systems, multimodal traffic data platforms and ITS projects.

Textbox 314 you have 187 characters (max. 200 characters)

Financial contribution

Location of partner	Source of funding	Amount
EU partner within CENTRAL EUROPE	ERDF	282.131,70 €
	Public co-financing	94.043,90 €
	Total Budget	376.175,60 €
	- out of which for activities in 3rd Countries (total costs)	0,00 €

ERDF grant rate	75,00%

Project Partner information: PP7

Contact details

Institution (original language, official name)	Hlavné mesto SR Bratislava		
Institution (official English translation)	City of Bratislava		
Address	Primacial square 1		
Postal code	814 99		
Town	Bratislava		
Country	Slovakia		
Region (NUTS1)	SLOVENSKA REPUBLIKA		
Region (NUTS2)	Bratislavsky kraj		
Region (NUTS3)	Bratislavsky kraj		
Website	www.bratislava.sk		
Contact person (Firstname, Surname)	Mr	Tibor	Schlosser
E-mail	schlosser@bratislava.sk		
Phone (office)	421259356506		
Phone (mobile)			
Fax	421259356609		
Legal representative (Firstname, Surname)	Mr	Milan	Ftáčnik
Function	Mayor		

Institution profile

Legal status	Public authority
Geographic level of activities	Local
Thematic field of activities	Transport / ICT
Functional Type of partner	Public sector / administration

Previous experience participating in cooperation projects (e.g. transnational, inter-regional, RTD,..)

Operation programme Transport - Carrying System of Public Transport, 1st phase, 1st part: Safarikovo nám – Old Bridge – Bosakova ul., Operation programme Bratislava Region - Integrated transport, Preference on Račianska line and Vajnorska line for trams, Trolleybuses routes development, CBC Programme 2007-2013 SK - AT - CYCLOMOST II., Electromobility, SEE Programme - Rail4SEE, UNDP – GEF, Mobility in the City of Bratislava, CBC HU - SK 2007 - 2013 Bus line Bratislava - Rajka.

Textbox 315 you have 481 characters (max. 500 characters)

Competences, capacity and know how of the partner to implement the result of the project

City of Bratislava is geographically positioned on an important traffic corridor (Austria / Slovakia) in the very central part of the CENTROPE Region. Improvement of the traffic situation and traffic infrastructure (within municipality borders) are parts of the competences of the Slovakian capital city. Delivering better traffic information to citizens via EDITS is one of the ways to improve the traffic situation. The City of Bratislava has several departments (GIS, traffic planning, road administration, etc.) which can participate in EDITS realisation. Bratislava will also bring in its expertise of the project TWIN CC II financed by the Slovak Republic - Austria. The main goals of Bratislava are to establish a robust basis for an intermodal intelligent transport system in Bratislava and Bratislava region – here ITS Vienna Region is considered as a "best practice" example. Within EDITS Bratislava plans to develop a website to provide multimodal transnational services and information.

In addition Bratislava is preparing a separate project that focuses on the monitoring of the quality of traffic flows in the City of Bratislava, which outputs will be used as a contribution to the EDITS project.

Textbox 316 you have 1210 characters (max. 2.000 characters)

Contribution of the partner to the project

All publicly available road and transportation data at time of realisation of the project, focus on public transportation data (timetables, etc.)

Textbox 317 you have 145 characters (max. 200 characters)

Benefit of the partner from the project

City of Bratislava plans to benefit from the international know-how transfer (dissemination, state-of-the-art analysis, EDITS interface) and the web- and mobile-based information services

Textbox 318 you have 187 characters (max. 200 characters)

Financial contribution

Location of partner	Source of funding	Amount
EU partner within CENTRAL EUROPE	ERDF	152.033,13 €
	Public co-financing	26.829,37 €
	Total Budget	178.862,50 €
	- out of which for activities in 3rd Countries (total costs)	0,00 €

ERDF grant rate	85,00%

Project Partner information: PP8

Contact details

Institution (original language, official name)	Közlekedésfejlesztési Koordinációs Központ		
Institution (official English translation)	Coordination Center for Transport Development		
Address	Lövőhaz u. 39.		
Postal code	H-1024		
Town	Budapest		
Country	Hungary		
Region (NUTS1)	KOZEP-MAGYARORSZAG		
Region (NUTS2)	Kozep-Magyarorszag		
Region (NUTS3)	Budapest		
Website	www.kkk.gov.hu		
Contact person (Firstname, Surname)	Ms	Veronika	Forraine Hernadi
E-mail	hernadi.veronika@kkk.gov.hu		
Phone (office)	+36-1-3368253		
Phone (mobile)	+36-20-3399946		
Fax	+36-1-3361522		
Legal representative (Firstname, Surname)	Mr	Zsolt	Völgyesi
Function	General Director		

Institution profile

Legal status	Public authority
Geographic level of activities	National
Thematic field of activities	Transport / ICT
Functional Type of partner	Public sector / administration

Previous experience participating in cooperation projects (e.g. transnational, inter-regional, RTD,..)

Interreg: Implement body EasyWay: Coordinator; CONNECT: Coordinator; TEN-T: Coordinator;

Textbox 319 you have 88 characters (max. 500 characters)

Competences, capacity and know how of the partner to implement the result of the project

The Coordination Center for Transport Development is a knowledge center providing support with either operative or strategy making workload of the Ministry of National Development. Its primary goal is management of the state budget chapter earmarked for the road sector, operation of the national public road assets and coordination of the transport branch. This think-tank provides professional expertise and IT assistance, facilitating the preparatory works carried out in the Ministry, in different other support institutions and in the job-specific research centers. The Coordination Center for Transport Development is the responsible for coorination of INSPIRE activity in the transport section.

The Road Information Unit takes part in the operation and maintenance tasks as well. Under this activity it provides GIS - based information for the development and maintenance functions within the scope of responsibility of the institution by harmonising the GIS databases created and managed in and by the institution and the partner organisations into a uniform platform. This service's innovation is a new system developed in EasyWay II. KIRA's fundamental function to solve connection and communication issues between online data collecting and IT systems developed in the EasyWay project and to serve them with a unified digital transportation network map and reference data. KIRA implements a unified spatial data management and metadata serving in transportation sector.

Textbox 320 you have 1479 characters (max. 2.000 characters)

Contribution of the partner to the project

Serving data and services from KIRA (Transportation Information System and Database of Hungary) for multimodal travel services.

Textbox 321 you have 127 characters (max. 200 characters)

Benefit of the partner from the project

Harmonization and integration of transport data services in CE region and upgrade service level to be able to serve multimodal info systems.

Textbox 322 you have 140 characters (max. 200 characters)

Financial contribution

Location of partner	Source of funding	Amount
EU partner within CENTRAL EUROPE	ERDF	202.167,87 €
	Public co-financing	35.676,68 €
	Total Budget	237.844,55 €
	- out of which for activities in 3rd Countries (total costs)	0,00 €
ERDF grant rate		85,00%

Project Partner information: PP9

Contact details

Institution (original language, official name)	TELEMATIX SOFTWARE a.s.		
Institution (official English translation)	TELEMATIX SOFTWARE a.s.		
Address	Branická 66/69		
Postal code	14700		
Town	Prague 4		
Country	Czech Republic		
Region (NUTS1)	CESKA REPUBLIKA		
Region (NUTS2)	Praha		
Region (NUTS3)	Hlavni mesto Praha		
Website	www.telematix.cz		
Contact person (Firstname, Surname)	Mr	Tomas	Tvrzsky
E-mail	tvrzsky@telematix.cz		
Phone (office)	+420222509570		
Phone (mobile)	+420603214177		
Fax			
Legal representative (Firstname, Surname)	Mr	Tomas	Tvrzsky
Function	Chairman		

Institution profile

Legal status	Private institution
Geographic level of activities	International
Thematic field of activities	Transport / ICT
Functional Type of partner	Public sector / administration

Previous experience participating in cooperation projects (e.g. transnational, inter-regional, RTD,..)

.) SEEDA – Pilot testing of the pedestrian navigation system combined with the on-line public transport information, South-East England Development Agency, .) SEEDA – Pilot testing of the logistic application utilizing the real time information concerning sections travel times, South-East England Development Agency, RDS-TMC implementation in Prague – Pilot project with Skoda Auto, PVT and CEDA, 2005 .) European R&D projects eMotion, In-Time, Co-Cities, national R&D projects.

Textbox 323 you have 479 characters (max. 500 characters)

Competences, capacity and know how of the partner to implement the result of the project

Telematix Software is a software development company offering qualified telematics services and customer adapted system solutions within information and telecommunication technology for governmental departments and public authorities as well as selected sectors of trade and industry like car manufactures. It is very active in technology innovations, co-operates with different research and development centers and has its own experimental and testing environment together with high qualified people. Telematix tries to integrate R&D activities, road maps and demonstrate novel operational systems especially in telematics area e.g. critical applications using Galileo with guaranteed system parameters, location-based services etc. In particular, the Telematix Software a.s. key areas are .) ITS systems research and development, .) Navigational technologies using vector maps (on-board, off-board), .) Transport/Traffic information data mining, .) Software architectures, .) Hardware architectures

The company provides furthermore the navigation system Dynavix which includes static as well as dynamic navigation using RDS-TMC and is worldwide available at iOS platform. Telematix also has advanced experience in developing end-user services based on commonly agreed interface standards that have e.g. been developed/applied in European projects like In-Time & Co-Cities.

Textbox 324 you have 1374 characters (max. 2.000 characters)

Contribution of the partner to the project

Telematix brings their experiences with multi-modal navigation and software development.

Textbox 325 you have 88 characters (max. 200 characters)

Benefit of the partner from the project

Business development, access to data for new navigation technologies.

Textbox 326 you have 69 characters (max. 200 characters)

Financial contribution

Location of partner	Source of funding	Amount
EU partner within CENTRAL EUROPE	ERDF	90.516,50 €
	Private co-financing	15.973,50 €
	Total Budget	106.490,00 €
	- out of which for activities in 3rd Countries (total costs)	0,00 €
ERDF grant rate		85,00%

Project Partner information: PP10

Contact details

Institution (original language, official name)	Brněnské komunikace a.s.		
Institution (official English translation)	Brněnské komunikace a.s.		
Address	Renneská třída 1a		
Postal code	657 68		
Town	Brno		
Country	Czech Republic		
Region (NUTS1)	CESKA REPUBLIKA		
Region (NUTS2)	Jihovychod		
Region (NUTS3)	Jihomoravsky kraj		
Website	www.bkom.cz		
Contact person (Firstname, Surname)	Mr	Roman	Nekula
E-mail	nekula@bkom.cz		
Phone (office)	00420 543240644		
Phone (mobile)	00420 736757573		
Fax	00420 543214098		
Legal representative (Firstname, Surname)	Mr	Petr Jiri	Kratochvíl Ides
Function	Chairman		

Institution profile

Legal status	Private institution
Geographic level of activities	Regional
Thematic field of activities	Transport / ICT
Functional Type of partner	Private sector and related services

Previous experience participating in cooperation projects (e.g. transnational, inter-regional, RTD,..)

R&D projects:
.) EasyWay - Europe-wide ITS deployment on main TERN corridors
.) In-Time - Intelligent and efficient travel management for European cities

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Competences, capacity and know how of the partner to implement the result of the project

Brněnské komunikace a.s. (Bkom), fully owned by the city of Brno, is a company focused on engineering services for the area of Brno and the South Moravia region like roads maintenance, traffic and public transport services, road development projects etc. It was delegated by the city of Brno to execute property rights related to the urban roads in its ownership. Its responsibility is also data maintenance for these activities, and therefore Bkom is a good consortium partner to aquire the needed data and systems support for the Brno region. It is of high importance that Brněnské komunikace a.s. is responsible for administration, operation and maintenance of the road network which is above all presented by Traffic management/Traffic information center operation. Currently available pre-trip data, accessible via web portal www.doprava-brno.cz, informs about the current situation in the city and is shown on the GIS background in the form of intensity maps. This service

gives the information related to the .) Traffic conditions (traffic flow density, etc.), .) Infrastructure limitations (closures, etc.), .) Traffic actualities (congestions, planned actions, etc.).

Textbox 328 you have 1176 characters (max. 2.000 characters)

Contribution of the partner to the project

Bkom brings access to required data and systems for traffic systems development within the EDITS project together with support of Bkom's experts.

Textbox 329 you have 145 characters (max. 200 characters)

Benefit of the partner from the project

Bkom should reach system for actual traffic information based on FCD technology and improving of their data mining capability.

Textbox 330 you have 126 characters (max. 200 characters)

Financial contribution

Location of partner	Source of funding	Amount
EU partner within CENTRAL EUROPE	ERDF	105.910,00 €
	Private co-financing	18.690,00 €
	Total Budget	124.600,00 €
	- out of which for activities in 3rd Countries (total costs)	0,00 €

ERDF grant rate	85,00%

Project Partner information: PP11

Contact details

Institution (original language, official name)	KORDIS JMK, spol. s r.o.		
Institution (official English translation)	KORDIS JMK, plc.		
Address	Nové sady 30		
Postal code	621 00		
Town	Brno		
Country	Czech Republic		
Region (NUTS1)	CESKA REPUBLIKA		
Region (NUTS2)	Jihovychod		
Region (NUTS3)	Jihomoravsky kraj		
Website	www.kordis.cz		
Contact person (Firstname, Surname)	Mr	Kvetoslav	Havlik
E-mail	khavlik@kordis-jmk.cz		
Phone (office)	+420 543 426 655		
Phone (mobile)	+420 605 292 364		
Fax	+420 543 426 669		
Legal representative (Firstname, Surname)	Mr	Jiri Petr	Horsky Kratochvil
Function	Director		

Institution profile

Legal status	Public equivalent body
Geographic level of activities	Regional
Thematic field of activities	Transport / ICT
Functional Type of partner	Public sector / administration

Previous experience participating in cooperation projects (e.g. transnational, inter-regional, RTD,..)

2008-2011 Consortium member of the project BENEFIT - co-funded by EACI - "Intelligent Energy – Europe" Programme, main target - reducing CO2 emmisions via promoting using of public transport instead of private cars // 2010-2011 Study of improving cross border public transportation - co funded by European Territorial Co-operation Austria - Czech Republic - Small Projects' Fund// 2011-2013 Consortium member of the project RAILHUC - co-funded by Central Europpe Programme.

Textbox 331 you have 473 characters (max. 500 characters)

Competences, capacity and know how of the partner to implement the result of the project

KORDIS JMK is the public transport co-ordinator in the South Moravian Region and the City of Brno. It has responsibilities in the field of network planning, schedules, tariff and marketing. KORDIS JMK disposes of the data of public transport schedules for all public transport in the South Moravian Region - trains, city public transports, regional buses. Due to the fact that KORDIS JMK coordinates all the public transport stops the following set of data will be available for the EDITS project: .) regular timetables of all public transport in the South Moravia Region (totally 327 lines, city public transport, regional buses, trains) .) real time position and delay of all public transport vehicles .) GPS position of all stops.
KORDIS JMK operates the control-centre for all PT in the region, distributes timetables for the national journey planner and has deep knowledge on this nationwide engine. For a long time KORDIS JMK has discussed the possibility of a

cross-border co-operation with PP6 VOR (W + NÖ + BL) public transport network and has many ideas on how to develop a cross-border information system within the CENTROPE region to interconnect the systems of KORDIS JMK with cross-border information (e.g. services like http://idsjmk.jrbrno.cz/ or http://www.idsjmk.cz/odjezdy/ on the KORDIS Website http://www.idsjmk.cz/)

Textbox 332 you have 1337 characters (max. 2.000 characters)

Contribution of the partner to the project

Providing the data and its updates for South Moravian public transport schedules, real-time departures and positions, providing the knowledge on the journey planner construction.

Textbox 333 you have 178 characters (max. 200 characters)

Benefit of the partner from the project

Establishing the possibility to include the information of neighbouring public transport schedules into the travel planner of KORDIS resulting in an improvement of the travel planner.

Textbox 334 you have 183 characters (max. 200 characters)

Financial contribution

Location of partner	Source of funding	Amount
EU partner within CENTRAL EUROPE	ERDF	107.682,80 €
	Public co-financing	19.002,85 €
	Total Budget	126.685,65 €
	- out of which for activities in 3rd Countries (total costs)	0,00 €

ERDF grant rate	85,00%

Project Partner information: PP12

Contact details

Institution (original language, official name)	ASFINAG Maut Service GmbH		
Institution (official English translation)	ASFINAG Maut Service GmbH		
Address	Alpenstrasse 99		
Postal code	A-5020		
Town	Salzburg		
Country	Austria		
Region (NUTS1)	WESTÖSTERREICH		
Region (NUTS2)	Salzburg		
Region (NUTS3)	Salzburg und Umgebung		
Website	www.asfinag.at		
Contact person (Firstname, Surname)	Mr	Martin	Nemec
E-mail	martin.nemec@asfinag.at		
Phone (office)	+43 50108 12001		
Phone (mobile)			
Fax			
Legal representative (Firstname, Surname)	Mr	Bernd	Datler
Function	CEO		

Institution profile

Legal status	Public equivalent body
Geographic level of activities	National
Thematic field of activities	Transport / ICT
Functional Type of partner	Infrastructure provider / operator

Previous experience participating in cooperation projects (e.g. transnational, inter-regional, RTD,..)

ASFINAG is experienced in both coordination (e.g. COOPERS - FP7, eMotion - FP6, Verkehrsauskunft Österreich - national, Testefld Telematik - national) and participation (e.g. GIP.at - national, GIP.gv.at - national, InTime - FP7, EasyWay - TEN-T) in various international and national cooperation projects. As leading edge corporation in the area of traffic information ASFINAG is fully in line and commited towards the project objectives.

Textbox 335 you have 439 characters (max. 500 characters)

Competences, capacity and know how of the partner to implement the result of the project

As described under "previous experience" ASFINAG is leading edge in the area of traffic information (and subjacent systems like GIP and GIP.gv – e-government processes based on GIP). Through the national characteristic ASFINAG is acting as a national catalyst for local partners/initiatives. ASFINAG has a variety of traveller information systems already installed (e.g. through Variable Message Signs, Traffic Cameras available on the homepage www.asfinag.at or smart phone apps like "UNTERWEGS", also see http://www.asfinag.at/smartphone-app). Furthermore ASFINAG is involved in a leading role within the Austrian national project "Verkehrsauskunft Österreich - Traffic Information Austria". The goal of the project “Verkehrsauskunft Österreich” is the definition and deployment of an Austrian-wide intermodal traffic information service (mobile individual traffic, public transport, cycling and walking) through the Austrian infrastructure operators (ASFINAG and federal provinces), public

transport associations, traffic information providers (ÖAMTC, ORF) and ITS Vienna Region (PP6 - Provider of the platform www.anachb.at). The routing of this multimodal service will be based on the Austrian-wide implemented GIP (Graph Integration Platform) where ASFINAG is also part of the project consortium. Within GIP ASFINAG is responsible for implementing and maintaining the entire network of all Austrian motorways within the GIP. Within EDITS ASFINAG aims to improve their existing traveller and traffic information services by making use of the developed and implemented EDITS interfaces to exchange transnational traffic and traveller information within the demonstration areas.

Textbox 336 you have 1682 characters (max. 2.000 characters)

Contribution of the partner to the project

ASFINAG is operating the Austrian GIP for the regarded motorway network, and major provider of Traffic Information services. The extension of these services will act as showcase for the project EDITS.

Textbox 337 you have 200 characters (max. 200 characters)

Benefit of the partner from the project

Extension of ASFINAG's traffic information portfolio towards traffic information from neighbouring countries.

Textbox 338 you have 109 characters (max. 200 characters)

Financial contribution

Location of partner	Source of funding	Amount
EU partner within CENTRAL EUROPE	ERDF	62.769,23 €
	Public co-financing	20.923,07 €
	Total Budget	83.692,30 €
	- out of which for activities in 3rd Countries (total costs)	0,00 €

ERDF grant rate	75,00%

Project Partner information: PP13

Contact details

Institution (original language, official name)	Győr-Sopron-Ebenfurti Vasút Zrt.		
Institution (official English translation)	Győr-Sopron-Ebenfurt Railway Corp. / Ltd		
Address	Mátyás kir. U. 19.		
Postal code	9400		
Town	Sopron		
Country	Hungary		
Region (NUTS1)	DUNANTUL		
Region (NUTS2)	Nyugat-Dunantul		
Region (NUTS3)	Gyor-Moson-Sopron		
Website	www.gysev.hu		
Contact person (Firstname, Surname)	Mr	Béla	Németh
E-mail	bnemeth@gysev.hu		
Phone (office)	+36 30 7473 520		
Phone (mobile)			
Fax			
Legal representative (Firstname, Surname)	Ms	Ilona	Dávid
Function	Chairman-CEO		

Institution profile

Legal status	Public equivalent body
Geographic level of activities	International
Thematic field of activities	Transport / ICT
Functional Type of partner	Infrastructure provider / operator

Previous experience participating in cooperation projects (e.g. transnational, inter-regional, RTD,..)

Cohesion Fund projects: preparation and implementation of "Modernisation of Sopron-Szombathely-Szentgotthárd railway line", and preparation of "Modernisation of Győr-Sopron-state border railway line, Structural Funds project (regional), South-East Europe Transnational Cooperation Programme: SETA (South-East Transport Axis) - project partner, Cross-border Cooperation Programme Austria-Hungary 2007-2013: GreMo (Cross-border mobility) - project partner

Textbox 339 you have 459 characters (max. 500 characters)

Competences, capacity and know how of the partner to implement the result of the project

The GYSEV (Győr-Sopron-Ebenfurt Railway Corp. / Ltd) is a rail operator in the Western-Transdanubia region and in Burgenland. Implementation of GIS system wasn't a significant priority for the operations of GYSEV in the past. Although the company operated several own-developed IT systems, these fulfill special rail requirements, but up to this point they didn't handle GIS data. Therefore GYSEV is now committed to engage in capacity building within this special field. Nowadays, as a reaction to the expectations of the XXI. Century and the need to exchange data with neighboring regions, GYSEV plans to develop this IT background. The company takes part in an international project called "SETA: South East Transportation Axis" (within the South East Europe Programme), which partly focuses on the implementation of a new GIS database. The above mentioned projects within the previous experience section are undertaken by the Project Office within GYSEV.

During the project implementations all relevant business units of GYSEV are involved. The staff of Project Office (16 persons) consists of engineers, financial, legal, environmental and communication experts. For EDITS project experts of the infrastructure and passenger services unit will be involved: technical, IT, traffic, schedule expert.

Textbox 340 you have 1306 characters (max. 2.000 characters)

Contribution of the partner to the project

supplying of various traffic related data, transnational exchange of data through the implementation of the EDITS GIP and interface.

Textbox 341 you have 132 characters (max. 200 characters)

Benefit of the partner from the project

intermodal traveller's information system, develop an intermodal travel planner application for the web

Textbox 342 you have 103 characters (max. 200 characters)

Financial contribution

Location of partner	Source of funding	Amount
EU partner within CENTRAL EUROPE	ERDF	101.550,18 €
	Public co-financing	17.920,62 €
	Total Budget	119.470,80 €
	- out of which for activities in 3rd Countries (total costs)	0,00 €

ERDF grant rate	85,00%

Section 5: Project budget

Table 4: Budget break down #1

	WP 0	WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total eligible	%
Staff costs		133.855,66 €	79.079,51 €	165.372,41 €	199.046,80 €	133.113,18 €	92.266,77 €	802.734,33 €	33,11%
Administration cost		51.002,54 €	13.179,49 €	42.500,29 €	50.954,55 €	50.955,82 €	20.705,23 €	229.297,92 €	9,46%
External expertise		56.875,00 €	13.600,00 €	119.950,00 €	449.550,00 €	162.425,00 €	34.000,00 €	836.400,00 €	34,50%
Travel/accommodation		36.682,50 €	11.101,00 €	14.940,00 €	14.526,00 €	8.585,00 €	3.640,00 €	89.474,50 €	3,69%
Meetings and events		30.000,00 €	23.325,00 €	1.998,90 €	1.741,50 €	0,00 €	12.000,00 €	69.065,40 €	2,85%
Promotion costs	X	0,00 €	79.900,00 €	0,00 €	0,00 €	0,00 €	0,00 €	79.900,00 €	3,30%
Equipment	X	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00%
Investments	X	X	X	0,00 €	307.400,00 €	10.000,00 €	0,00 €	317.400,00 €	13,09%
Other	X	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00%
Total		308.415,70 €	220.185,00 €	344.761,60 €	1.023.218,85 €	365.079,00 €	162.612,00 €	2.424.272,15 €	
WP Reference Total		308.415,70 €	220.185,00 €	344.761,60 €	1.023.218,85 €	365.079,00 €	162.612,00 €	2.424.272,15 €	
%		12,72%	9,08%	14,22%	42,21%	15,06%	6,71%		

Table 5: Budget break down #2

	WP 0	WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total eligible	%
Preparation phase		X	X	X	X	X	X		
Month 01-06	X	58.598,98 €	55.046,25 €	0,00 €	0,00 €	0,00 €	0,00 €	113.645,23 €	4,69%
Month 07-12	X	58.598,98 €	26.422,20 €	310.285,44 €	173.947,20 €	0,00 €	9.756,72 €	579.010,54 €	23,88%
Month 13-18	X	58.598,98 €	26.422,20 €	17.238,08 €	409.287,54 €	0,00 €	21.139,56 €	532.686,36 €	21,97%
Month 19-24	X	58.598,98 €	44.037,00 €	17.238,08 €	439.984,11 €	91.269,75 €	16.261,20 €	667.389,12 €	27,53%
Month 25-30	X	74.019,77 €	68.257,35 €	0,00 €	0,00 €	273.809,25 €	115.454,52 €	531.540,89 €	21,93%
Month 31-36	X	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00%
Month 37-42	X	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00%
Month 43-48	X	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00 €	0,00%
Total		308.415,70 €	220.185,00 €	344.761,60 €	1.023.218,85 €	365.079,00 €	162.612,00 €	2.424.272,15 €	
WP Reference Total		308.415,70 €	220.185,00 €	344.761,60 €	1.023.218,85 €	365.079,00 €	162.612,00 €	2.424.272,15 €	
%		12,72%	9,08%	14,22%	42,21%	15,06%	6,71%		

Table 6: Budget break down #3

	WP 0	WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total eligible	Partner Ref	%
AustriaTech - Federal Ager		145.849,80 €	29.500,00 €	23.940,00 €	0,00 €	7.752,00 €	26.480,00 €	233.521,80 €	233.521,80 €	9,63%
Central European Initiative		14.177,50 €	93.850,00 €	11.250,00 €	83.975,00 €	6.850,00 €	34.870,00 €	244.972,50 €	244.972,50 €	10,10%
Autonomous Region of Friu		10.674,50 €	13.240,00 €	45.000,00 €	70.250,00 €	25.214,00 €	14.600,00 €	178.978,50 €	178.978,50 €	7,38%
Province of Modena		15.576,10 €	0,00 €	70.722,50 €	110.156,85 €	11.075,00 €	0,00 €	207.530,45 €	207.530,45 €	8,56%
Province of Ferrara -Techn		21.537,50 €	31.800,00 €	36.810,00 €	77.625,00 €	20.175,00 €	17.500,00 €	205.447,50 €	205.447,50 €	8,47%
Public Transport associatio		35.713,60 €	0,00 €	39.172,50 €	121.112,50 €	176.750,00 €	3.427,00 €	376.175,60 €	376.175,60 €	15,52%
City of Bratislava		13.592,50 €	14.000,00 €	19.770,00 €	82.000,00 €	37.500,00 €	12.000,00 €	178.862,50 €	178.862,50 €	7,38%
Coordination Center for Tr		6.700,00 €	6.495,00 €	13.549,80 €	200.599,75 €	10.500,00 €	0,00 €	237.844,55 €	237.844,55 €	9,81%
TELEMATIX SOFTWARE a.s.		5.250,00 €	7.000,00 €	13.500,00 €	53.500,00 €	12.240,00 €	15.000,00 €	106.490,00 €	106.490,00 €	4,39%
Brněnské komunikace a.s.		5.250,00 €	0,00 €	13.500,00 €	87.250,00 €	13.600,00 €	5.000,00 €	124.600,00 €	124.600,00 €	5,14%
KORDIS JMK, plc.		18.626,90 €	12.659,00 €	26.883,00 €	27.375,75 €	20.356,00 €	20.785,00 €	126.685,65 €	126.685,65 €	5,23%
ASFINAG Maut Service Gmb		7.767,30 €	0,00 €	6.370,00 €	48.138,00 €	11.917,00 €	9.500,00 €	83.692,30 €	83.692,30 €	3,45%
Győr-Sopron-Ebenfurt Railv		7.700,00 €	11.641,00 €	24.293,80 €	61.236,00 €	11.150,00 €	3.450,00 €	119.470,80 €	119.470,80 €	4,93%
Total		308.415,70 €	220.185,00 €	344.761,60 €	1.023.218,85 €	365.079,00 €	162.612,00 €	2.424.272,15 €		
WP Reference Total		308.415,70 €	220.185,00 €	344.761,60 €	1.023.218,85 €	365.079,00 €	162.612,00 €	2.424.272,15 €		
%		12,72%	9,08%	14,22%	42,21%	15,06%	6,71%			

If applicable, please provide further comments on the budget

N/A

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Table 7: Specification of budget line “External Expertise”

Work package 0: Preparation			
Description of "External expertise" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP0			0,00 €

Work package 1: Management			
Description of "External expertise" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
First Level Control	1.4.	PP2: Central European Initiative - Executive Secretariat	6.000,00 €
Public procurement for the project technical management	1.2.,1.3.	PP5: Province of Ferrara -Technical Infrastructure, Buildings, Civil	8.000,00 €
Public procurement for the project financial management	1.4.	PP5: Province of Ferrara -Technical Infrastructure, Buildings, Civil	8.000,00 €
First Level Control	1.4.	PP12: ASFINAG Maut Service GmbH	4.195,00 €
First Level Control	1.4.	LP: AustriaTech - Federal Agency for technological Measures Ltd.	11.895,00 €
First Level Control	1.4.	PP6: Public Transport association of the Eastern region of Austria / ITS Vienna	18.785,00 €
Subtotal WP1			56.875,00 €

Work package 2: Communication			
Description of "External expertise" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
External expertise for dissemination and exploitation of the results of EDITS at national, regional and crossborder level	2.3.1, 2.3.3	PP3: Autonomous Region of Friuli Venezia Giulia Central Directorate for	7.500,00 €
Public procurement for external comunication expertise(f.i. for design of newsletters, brochures, relations among partnership and dissemination campaigns in general)	2.2.3-2.2.5, 2.3.1,2.3.3.	PP5: Province of Ferrara -Technical Infrastructure, Buildings, Civil	4.100,00 €

External expertise for media dissemination and communication	2.1.1.-2.1.6.	PP13: Győr-Sopron-Ebenfurt Railway Corp. / Ltd	1.000,00 €
External expertise for national dissemination and exploitation of the results of EDITS	2.3.1.,2.3.2.	PP13: Győr-Sopron-Ebenfurt Railway Corp. / Ltd	1.000,00 €
Subtotal WP2			13.600,00 €

Work package 3: System Specification			
Description of "External expertise" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
External expertise for State of the Art analysis	3.1.2.	PP3: Autonomous Region of Friuli Venezia Giulia Central Directorate for	9.500,00 €
External expertise for end-user-services definition	3.2.1., 3.2.2., 3.2.3.	PP3: Autonomous Region of Friuli Venezia Giulia Central Directorate for	9.500,00 €
External expertise for the specification of the EDITS architecture, including data exchange framework and protocols	3.3.1.-3.3.4.	PP3: Autonomous Region of Friuli Venezia Giulia Central Directorate for	9.500,00 €
External expertise for Specification of EDITS interfaces and services, including data transformation procedures	3.4.1.-3.4.4.	PP3: Autonomous Region of Friuli Venezia Giulia Central Directorate for	12.000,00 €
External expertise for state-of-the art analysis	3.1.2.	PP4: Province of Modena	7.650,00 €
External expertise for the definition of a system architecture and the organisational framework	3.3.1., 3.3.2.	PP4: Province of Modena	7.650,00 €
External expertise for the specification of the EDITS GIP interface	3.4.3.	PP4: Province of Modena	7.650,00 €
External expertise for the development of a validation plan.	3.5.1.	PP4: Province of Modena	7.650,00 €
External expertise for the EDITS services at regional level	3.2.2.	PP5: Province of Ferrara -Technical Infrastructure, Buildings, Civil	10.800,00 €
External expertise for the specification of EDITS interfaces at regional level, inc. data transformation procedures. Identification of hardware and software requirements at provincial level.	3.4.3.	PP6: Public Transport association of the Eastern region of Austria / ITS Vienna	10.800,00 €
External expertise for the definition of a system architecture	3.3.1.	PP7: City of Bratislava	4.500,00 €
External expertise for the specification of a EDITS-GIP interface.	3.4.3.	PP7: City of Bratislava	4.500,00 €
External expertise for reaching actual traffic data system (e.g., specifications, interfaces,…)	3.4.1.	PP10: Brněnské komunikace a.s.	6.700,00 €
External expertise of possible interfaces to other systems in the Czech Republic	3.4.3.	PP11: KORDIS JMK, plc.	1.350,00 €
External expertise for the specification of the EDITS GIP and the corresponding interfaces	3.4.2., 3.4.3.	PP13: Győr-Sopron-Ebenfurt Railway Corp. / Ltd	10.200,00 €
Subtotal WP3			119.950,00 €

Work package 4: System and Service Setup and Installation			
Description of "External expertise" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
External expertise for system installation, implementation of the regional EDITS GIP and implementation of the EDITS interface.	4.2.4.	PP2: Central European Initiative - Executive Secretariat	68.000,00 €
External expertise for the development and adaption of EDITS interfaces and services.	4.1.3., 4.1.6.	PP3: Autonomous Region of Friuli Venezia Giulia Central Directorate for	34.000,00 €
External expertise for the implementation of data exchange interfaces and communication protocols according to commen specifications, and deployment of interfaces and services(incl. system tests)	4.2.3., 4.2.6.	PP3: Autonomous Region of Friuli Venezia Giulia Central Directorate for	34.000,00 €
External expertise for the implementation of the EDITS GIP and the end-user interfaces for the part relating to public transport and monitoring of traffic on the roads.	4.2.2., 4.2.5.	PP4: Province of Modena	45.900,00 €
External expertise for the deployment/implementation of interfaces and services (System installation)	4.2.2., 4.2.5.	PP5: Province of Ferrara -Technical Infrastructure, Buildings, Civil	50.400,00 €
External expertise for implementation of an EDITS GIP and an mobile traveller information platform.	4.2.1., 4.2.4.	PP7: City of Bratislava	40.000,00 €
External expertise for the adaptation of currently existing multimodal mobile journey planner, using all available information and setup of integrated GIS data	4.1.1., 4.1.4.	PP9: TELEMATIX SOFTWARE a.s.	21.250,00 €
External expertise for software development	4.1.1., 4.1.4.	PP8: Coordination Center for Transport Development	127.500,00 €
External development of interfaces and converters between GIP and KORDIS's databases by external SW company incl. necessary SW and HW.	4.1.1., 4.1.4.	PP11: KORDIS JMK, plc.	8.500,00 €
External expertise for the software development tasks	4.1.1., 4.1.4.	PP13: Győr-Sopron-Ebenfurt Railway Corp. / Ltd	10.000,00 €
External expertise for the system installation and implementation of the EDITS GIP	4.2.1., 4.2.4.	PP13: Győr-Sopron-Ebenfurt Railway Corp. / Ltd	10.000,00 €
Subtotal WP4			449.550,00 €

Work package 5: Demonstration			
Description of "External expertise" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
External expertise/Support for demonstration "Austria-Italy-Slovenia"	5.3.1., 5.3.2	PP2: Central European Initiative - Executive Secretariat	4.750,00 €
External expertise for the pilot action "Austria-Italy-Slovenia": Implementation and monitoring of cross-border demonstration involving the FVG Region, in collaboration with Slovenian partner. End-users survey at regional level and provision of contents for official Reports.	5.3.1., 5.3.2	PP3: Autonomous Region of Friuli Venezia Giulia Central Directorate for	23.750,00 €
External expertise for the set up of the test area for the demonstration of the EDITS system	5.2.1., 5.2.2	PP5: Province of Ferrara -Technical Infrastructure, Buildings, Civil	15.675,00 €
External expertise for the integration of public transport timetables, integration of address data and POI into existing databases as well as harmonised data of the taffic situation.	5.1.1-5.1.3, 5.1.5-5.1.7	PP6: Public Transport association of the Eastern region of Austria / ITS Vienna	61.750,00 €
External expertise for the management and the set up of a multimodal demonstration area (demonstration area 1)	5.1.1., 5.1.4.	PP7: City of Bratislava	37.500,00 €
External expertise for the management and the set up of the pilot action in the multimodal demonstration area 1	5.1.2., 5.1.4., 5.1.6, 5.1.8	PP10: Brněnské komunikace a.s.	7.600,00 €

External expertise for the setup of the pilot action (demonstration area 1) (development of interfaces for users incl. necessary SW and HW)	5.1.2., 5.1.4., 5.1.6, 5.1.8	PP11: KORDIS JMK, plc.	4.750,00 €
External expertise for the set up of the pilot action in the multimodal demonstration area 1	5.1.3., 5.1.7	PP13: Győr-Sopron-Ebenfurt Railway Corp. / Ltd	6.650,00 €
Subtotal WP5			162.425,00 €

Work package 6: Assessment and Strategy			
Description of "External expertise" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
External expertise for the Assessment of the User-Survey.	6.1.1, 6.1.2.	PP2: Central European Initiative - Executive Secretariat	15.000,00 €
External expertise for the assessment of project's results, including the evaluation of end-users survey.	6.1.1., 6.1.2.	PP3: Autonomous Region of Friuli Venezia Giulia Central Directorate for	5.000,00 €
External expertise for the definition of strategies for the exploitation of projects' results and set up of recommendation to relevant stakeholders at regional level.	6.3.1.	PP3: Autonomous Region of Friuli Venezia Giulia Central Directorate for	5.000,00 €
External expertise for the development of a business plan and the correlated roll-out strategy	6.2.8., 6.2.9.	PP7: City of Bratislava	5.000,00 €
External expertise for the Assessment of the User-Survey.	6.1.1., 6.1.2.	PP10: Brněnské komunikace a.s.	4.000,00 €
Subtotal WP6			34.000,00 €

Table 8: Specification of budget line “Equipment”

Work package 1: Management			
Description of "Equipment" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP1			0,00 €

Work package 2: Communication			
Description of "Equipment" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP2			0,00 €

Work package 3: System Specification			
Description of "Equipment" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP3			0,00 €

Work package 4: System and Service Setup and Installation			
Description of "Equipment" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount

Subtotal WP4			0,00 €

Work package 5: Demonstration			
Description of "Equipment" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP5			0,00 €

Work package 6: Assessment and Strategy			
Description of "Equipment" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP6			0,00 €

Table 9: Specification of budget line "Investment"

Please split the costs into works and investment-related equipment

Work package 3: System Specification			
Description of "Investment" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP3			0,00 €

Work package 4: System and Service Setup and Installation			
Description of "Investment" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Software licences for setup	4.2.2., 4.2.5., 4.2.7.	PP4: Province of Modena	24.000,00 €
This equipment costs are for Hardware as well as software licenses.	4.2.1., 4.2.4., 4.2.7.	PP6: Public Transport association of the Eastern region of Austria / ITS Vienna	40.000,00 €
Hard- and Software for the implementation of an EDITS GIP.	4.2.1., 4.2.4., 4.2.7	PP7: City of Bratislava	42.000,00 €
Equipment costs for Hard- and Software.	4.2.1., 4.2.4., 4.2.7	PP11: KORDIS JMK, plc.	8.000,00 €
Equipment costs for Hard- and Software.	4.2.1., 4.2.3., 4.2.4., 4.2.6.,	PP12: ASFINAG Maut Service GmbH	45.000,00 €
Hardware costs and software licences	4.2.1., 4.2.4., 4.2.7	PP13: Győr-Sopron-Ebenfurt Railway Corp. / Ltd	9.600,00 €
IT equipment with corresponding software, data processing	4.2.1., 4.2.4., 4.2.7	PP8: Coordination Center for Transport Development	44.800,00 €
Public tender for reaching actual traffic data within the regions Brno and South-Moravia based on FCD technology.	4.2.1., 4.2.4., 4.2.7	PP10: Brněnské komunikace a.s.	85.000,00 €
Software and the corresponding licences.	4.2.2., 4.2.5., 4.2.7.	PP5: Province of Ferrara -Technical Infrastructure, Buildings, Civil	9.000,00 €

Subtotal WP4			307.400,00 €

Work package 5: Demonstration			
Description of "Investment" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Equipment for the operation of the EDITS-System.	5.1.1.-5.1.5.	PP6: Public Transport association of the Eastern region of Austria / ITS Vienna	10.000,00 €
Subtotal WP5			10.000,00 €

Work package 6: Assessment and Strategy			
Description of "Investment" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP6			0,00 €

Table 10: Specification of budget line “Other”

Work package 1: Management			
Description of "Other" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP1			0,00 €

Work package 2: Communication			
Description of "Other" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP2			0,00 €

Work package 3: System Specification			
Description of "Other" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP3			0,00 €

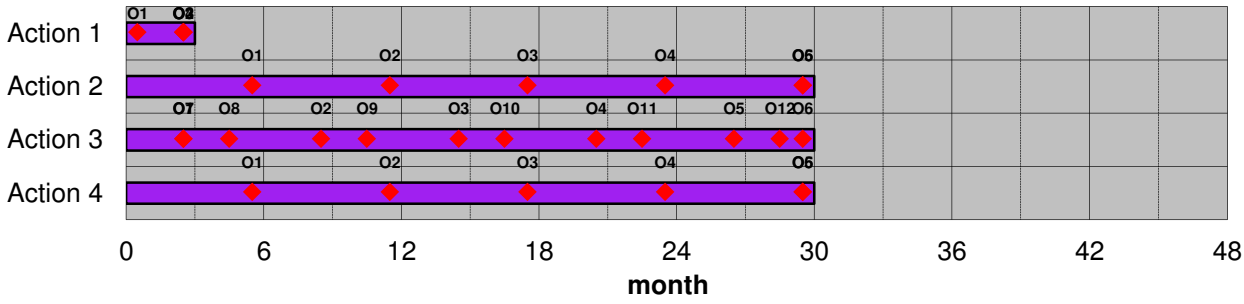
Work package 4: System and Service Setup and Installation			
Description of "Other" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP4			0,00 €

Work package 5: Demonstration			
Description of "Other" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP5			0,00 €

Work package 6: Assessment and Strategy			
Description of "Other" to be subcontracted (max. 300 characters)	No of corr. output	Contracting partner	Amount
Subtotal WP6			0,00 €

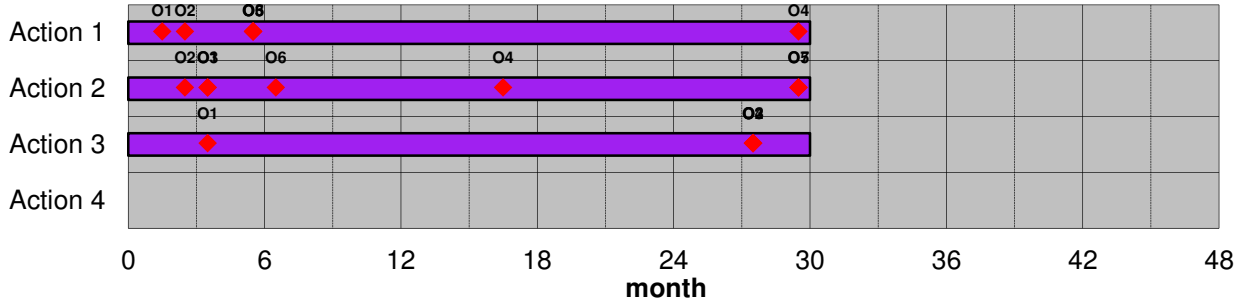
Timeline of Work Packages

Work package 1		
	Start Date	End Date
Action 1	1	3
Action 2	1	30
Action 3	1	30
Action 4	1	30



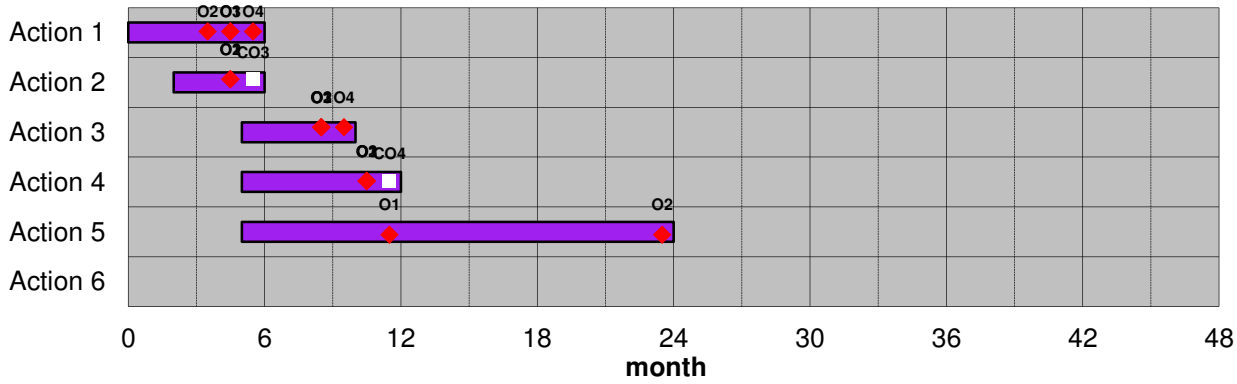
Budgets per Period	58.598,98 €	58.598,98 €	58.598,98 €	58.598,98 €	74.019,77 €	0,00 €	0,00 €	0,00 €

Work package 2		
	Start Date	End Date
Action 1	1	30
Action 2	1	30
Action 3	1	30
Action 4	0	0



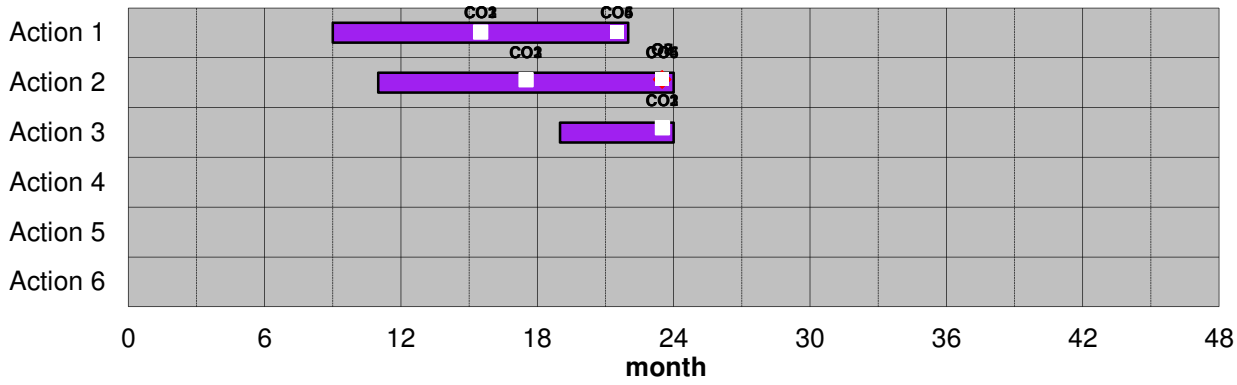
Budgets per Period	55.046,25 €	26.422,20 €	26.422,20 €	44.037,00 €	68.257,35 €	0,00 €	0,00 €	0,00 €

Work package 3		
	Start Date	End Date
Action 1	1	6
Action 2	3	6
Action 3	6	10
Action 4	6	12
Action 5	6	24
Action 6	0	0



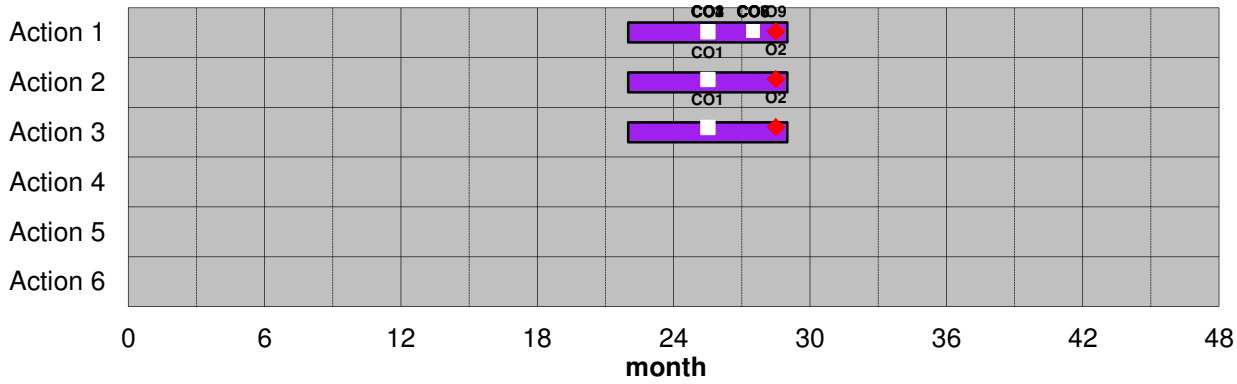
Budgets per Period	0,00 €	310.285,44 €	17.238,08 €	17.238,08 €	0,00 €	0,00 €	0,00 €	0,00 €

Work package 4		
	Start Date	End Date
Action 1	10	22
Action 2	12	24
Action 3	20	24
Action 4	0	0
Action 5	0	0
Action 6	0	0



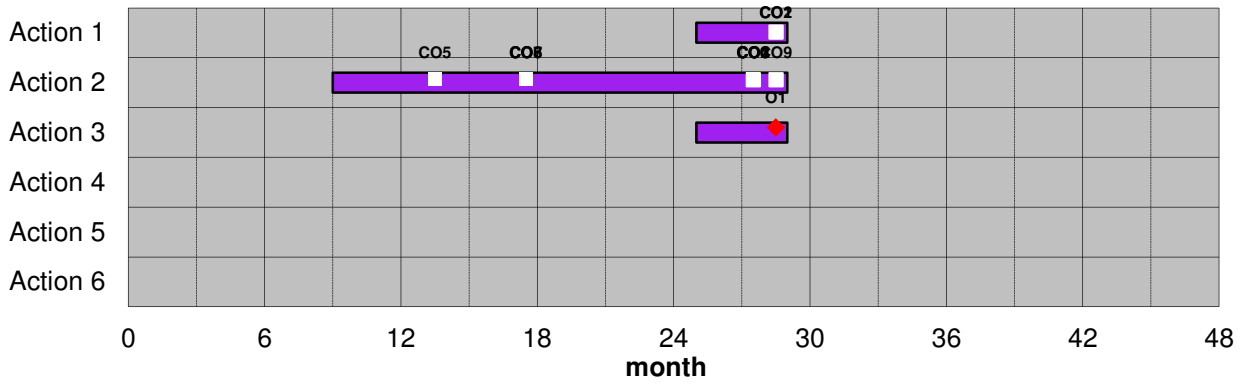
Budgets per Period	0,00 €	173.947,20 €	409.287,54 €	439.984,11 €	0,00 €	0,00 €	0,00 €	0,00 €

Work package 5		
	Start Date	End Date
Action 1	23	29
Action 2	23	29
Action 3	23	29
Action 4	0	0
Action 5	0	0
Action 6	0	0



Budgets per Period	0,00 €	0,00 €	0,00 €	91.269,75 €	273.809,25 €	0,00 €	0,00 €	0,00 €

Work package 6		
	Start Date	End Date
Action 1	26	29
Action 2	10	29
Action 3	26	29
Action 4	0	0
Action 5	0	0
Action 6	0	0



Budgets per Period	0,00 €	9.756,72 €	21.139,56 €	16.261,20 €	115.454,52 €	0,00 €	0,00 €	0,00 €