

D5.1 – WP5 meetings proceedings

Version number:	1.0
Main author:	Giacomo Somma
Dissemination level:	Public
Lead contractor:	ERTICO
Due date:	30/11/2015
Delivery date:	11/01/2016

Delivery date updated document



Grant agreement no.: 621049
Thematic network co-funded by the European Union
under the Competitiveness and Innovation Programme
ICT Policy Support Programme
DG Communications Networks, Content and Technology



CONTROL SHEET

Version history			
Version	Date	Main author	Summary of changes
0.1	17/09/2015	Giacomo Somma, ERTICO	Initial version after meeting # 7
0.2	18/11/2015	Giacomo Somma, ERTICO	Revised version prior to meeting # 8
0.3	14/12/2015	Giacomo Somma, ERTICO	New draft after meeting # 8
0.4	11/01/2016	Giacomo Somma, ERTICO	Final version with partners feedback
1.0	11/01/2016	Giacomo Somma, ERTICO	Final approved for submission to EC
		Name	Date
Prepared	Giacomo Somma, ERTICO		17/09/2015
Reviewed	All consortium beneficiaries		11/01/2016
Authorized	Giacomo Somma, ERTICO		11/01/2016
Circulation			
Recipient		Date of submission	
Project partners		11/01/2016	
European Commission		11/01/2016	

Statement of originality:

This deliverable contains original unpublished work except where clearly indicated otherwise. Acknowledgement of previously published material and of the work of others has been made through appropriate citation, quotation or both.

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This deliverable is a draft document subject to revision until formal approval by the European Commission.

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Terms and abbreviations

Term / Abbreviation	Definition
CIP	Competitiveness and Innovation Programme
EC	European Commission
ITS	Intelligent Transport Systems and Services
PCP	Pre-commercial Procurement
PPI	Public Procurement of Innovation
TRL	Technology Readiness Level

1 Introduction

1.1 Purpose of Document

This report provides the proceedings of the network meetings held respectively on the 15-16 September 2015 in Helsinki (Meeting # 7) and on the 2-3 December 2015 in Genoa (Meeting # 8).

1.2 Intended audience of this document

This report is a public deliverable of P4ITS intended as proceedings of the second analysis of the key discussion points on PPI for C-ITS following to the external consultation phase as well as on draft key recommendation / guidelines elaborated within WP5 from June to November 2015 (M19 to M24).

1.3 P4ITS Contractual References

P4ITS is a Thematic Network of the ICT Policy Support Programme (ICT PSP), Competitiveness and Innovation Framework Programme (CIP). It stands for Public procurement of innovation for cooperative ITS.

The Grant Agreement number is 621049 and project duration is 30 months, effective from 01 December 2013 until 31 May 2016. It is a contract with the European Commission, DG CONNECT.

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2 P4ITS Meeting #7

The seventh P4ITS network meeting was held in Helsinki (FIN) on the 15-16 September 2015. It was organised by the network coordinator, ERTICO – ITS Europe together with the meeting host VTT.

2.1 Information exchanged prior to the meeting

Prior to the meeting, the project coordinator, Giacomo Somma (ERTICO), circulated again to all the network partners the deliverable D4.1 (WP4 meetings proceedings and external feedback), with the detailed answers to the online questionnaire discussed at the previous meeting. Hence, he asked for preliminary inputs on the following points to be discussed during the meeting in Helsinki:

- Discussion on PPI enablers
- Points for a concerted approach
- Preparation of draft recommendations/guidelines
- Preparation of a sustainable longer-term network

2.2 Attendance

Benef. N°	Short name	First name	Family name
1	ERTICO	Giacomo	Somma
2	NDR	Lasse	Stender
3	ATE	Bianca	Kapl
5	VL	Jozef	Cannaerts
6	VIGO	Antonio	Vivero
6	VIGO	Manuel	Monroy
7	CTAG	José Manuel	Martínez
9	VTT	Satu	Innamaa
10	EARDA	Melinda	Mátraí
11	ITSB	Imad	Fhail
12	VERONA	Bruno	Pezzuto
13	LIST	Christophe	Feltus
14	ITS Sweden / STA	Åke	Öhrnberg
15	LIGURIA	Silvia	Risso
16	OHLC	Miguel	Melchor
17	TOPOS / CEREMA	Jean-Philippe	Méchin

2.3 Welcome and introduction

Giacomo Somma (ERTICO) opened the meeting by introducing the meeting objectives, the outcomes of the Meeting #6 (reported in D4.1) and agenda (see next sections), which were unanimously approved. The meeting running order is available for download by the P4ITS consortium members at: http://p4its.eu/wp-content/uploads/sites/6/2016/01/P4ITS_Meeting-7_Running_order_V1.0.pptx

2.4 Objectives of the meeting

The list of objectives for this network meeting was circulated with the agenda to all network partners prior to the meeting. The list of objectives was as follows:

Work package level objectives

- Trigger in-depth discussion on the updated identified barriers, or new topics identified
- Prepare draft key recommendations/guidelines

Main outcomes from Meeting #6

- External workshop follow-up with the following Working Group parallel sessions:
 - Working Group 1 on “PPI approaches, IPR & legal aspects”
 - Working Group 2 on “Major PPI challenges & mitigation plans”
 - Working Group 3 on “PPI and (Cooperative) ITS”resulting in a first draft recommendations to the EC and launch of the 2nd analysis phase.

Meeting #6 follow-up

- Prepare and submit to EC the following deliverables:
 - D4.1: WP4 external meetings proceedings and feedback (done)
 - D4.2: Updated network topics description and work plan (pending)
- Prepare the final event at the ITS World Congress (presentation of first recommendations)

Meeting #7 specific objectives

- From Meeting #6 (Task 4.2)
 - Identify realistic PPI enablers and points for a concerted approach
 - Prepare work plan of 2nd analysis phase (WP5) and update meetings planning for 2016
- In addition:
 - Finalise the preparation of the P4ITS session at the 22nd ITS World Congress
 - Prepare P4ITS towards a sustainable longer-term network
 - Provide the EC with feedback on identified PPI bottlenecks to highlight funding needs for key areas, where action could be needed to supplement regional and national instruments.

2.5 Agenda of the meeting

Day 1 – Tuesday, 15 September 2015

8:30	<i>Arrival of the participants</i>
9:00 - 9:10	Opening and welcome
9:10 - 9:30	Meeting objectives and agenda Network management and status overview
9:30 - 10:30	<i>Session 1:</i> Presentations (15 minutes each + discussion): <ul style="list-style-type: none"> • Public procurement of ITS innovation: experience from Finland (Ville Valovirta, VTT) • NordicWay cooperation project (Kari Hiltunen, FTA)
10:30 - 11:00	<i>Coffee break</i>
11:00 - 12:30	<i>Session 2:</i> In-depth discussion on updated discussion points & enablers
12:30 - 13:30	<i>Lunch</i>
13:30 - 15:00	<i>Session 2 (continued)</i>
15:00 - 15:30	<i>Coffee break</i>
15:30 - 17:00	<i>Session 3:</i> Preparation of draft key recommendations / guidelines
18:30	<i>Network dinner sponsored by FTA</i>

Day 2 – Wednesday, 16 September 2015

08:30 - 10:30	<i>Session 3 (continued)</i>
10:30 - 11:00	<i>Coffee break</i>
11:30 - 12:30	<i>Session 4:</i> Discussion on setting-up a sustainable longer-term network P4ITS session preparation & promotion, and partners presence at the 22 nd ITS World Congress Update of work plan, next steps and next meetings
12:30	<i>End of the meeting</i>
12:30 – 13:30	<i>Lunch</i>

2.6 Network management and status overview

2.6.1 Second Annual Review

Independent experts **already** approved by the consortium:

- Daniel Gaultier: Actually retired; former Director of European programs at SAGEM DS (FR); expertise in road automation, ADAS and HMI; reviewer and evaluator of procurement actions
- Francesco Fionda: Project Manager at the Regional Public Authority of the Aosta Valley, Italy; expertise in open innovation, PPI and PCP, support for innovation and technology transfer, cross-border cooperation, Living Labs for intelligent mobility and e-health

Review information:

- Format: the consortium opted for a physical Review instead of a remote review
- Participants: EC project officer, above independent experts and ERTICO, delegated by other partners, together with NDR and CTAG who will participate as WP leaders
- Date & place: 21 January 2016, 10:00–13:30 CET, at DG CNECT premises in Brussels

2.6.2 Associated Partners update

Following to the external consultation and thanks to CTAG, another associated partner joined P4ITS: DG Traffic Spain. CTAG will engage them together with ITS Spain to ensure their active involvement in the network. G. Somma asked the participants to liaise with him in case other Associated Partners can be engaged in the P4ITS network or potential partnerships on PPI for (C-)ITS would arise.

2.6.3 P4ITS meetings attendance by partners

G. Somma presented the following table with the status of meeting attendance by P4ITS partners. In showing this table he acknowledged that absences have been justified each time by the partners and that 1 or 2 absences can be accepted, but he also reminded that meeting attendance is mandatory for all partners as well as active contribution to the network activities. The funding allocated to each partner is divided into two lump sums: one for attendance costs and one for implementation costs. Therefore, missing 3 or 4 meetings is equivalent to one year attendance costs not incurred. Partners commented that, even if some physical meetings are missed, attendance costs are compensated by remote collaboration (especially by WP leaders and meeting hosting partner) and participation with 2-3 representatives with complementary expertise to other meetings. The coordinator acknowledged both points as valid, but warned all partners that it is up to the EC to accept the declaration of the coordinator concerning the eligibility of each partner for the annual funding.

To conclude the discussion, G. Somma invited all partners to reflect and declare their expectations and possible contribution for the continuation of the network and keeping engaged with P4ITS.

Network Meeting →	Beneficiary ↓	NM-1	NM-2	NM-3	NM-4	NM-5	NM-6	NM-7	Missed
1	ERTICO	x	x	x	M	x	x	x	0
2	NDR	x	x	x	E	x	x	x	0
3	ATE	x	x	x	E	x	x	x	0
4	ASFINAG	x	x	x	T	x	x		1
5	VL			x	I		x	x	3
6	VIGO			x	N			x	4
7	CTAG	x	x	x	G	x	x	x	0
8	FTA	x	x	x			x	x	1
9	VTT	x	x	x	C	x	x	x	0
10	ÉARDA	x		x	A	x	x	x	1
11	ITS Bretagne	x	x	x	N	x	x	x	0
12	VERONA	x	x		C	x		x	2
13	LIST	x	x	x	E	x	x	x	0
14	ITS Sweden (STA)	x	x	x	L	x		x	1
15	LIGURIA	x	x	x	L	x	x	x	0
16	OHLC	x	x	x	E	x		x	1
17	TOPOS (CEREMA)	x	x	x	D		x	x	1

2.7 Presentations

2.7.1 Public procurement of ITS innovation: experience from Finland (Ville Valovirta, VTT)

Mr. Valovirta briefly introduced the Smart Procurement Programme 2013-2016 of the innovation agency Tekes, where the bigger weight is on the health sector and ITS part falls under ICT. He also explained the Finnish approaches to innovation procurement, with more varieties than PCP or PPI and different ways of engaging suppliers (see Figure 1), which do not always imply an actual tender.

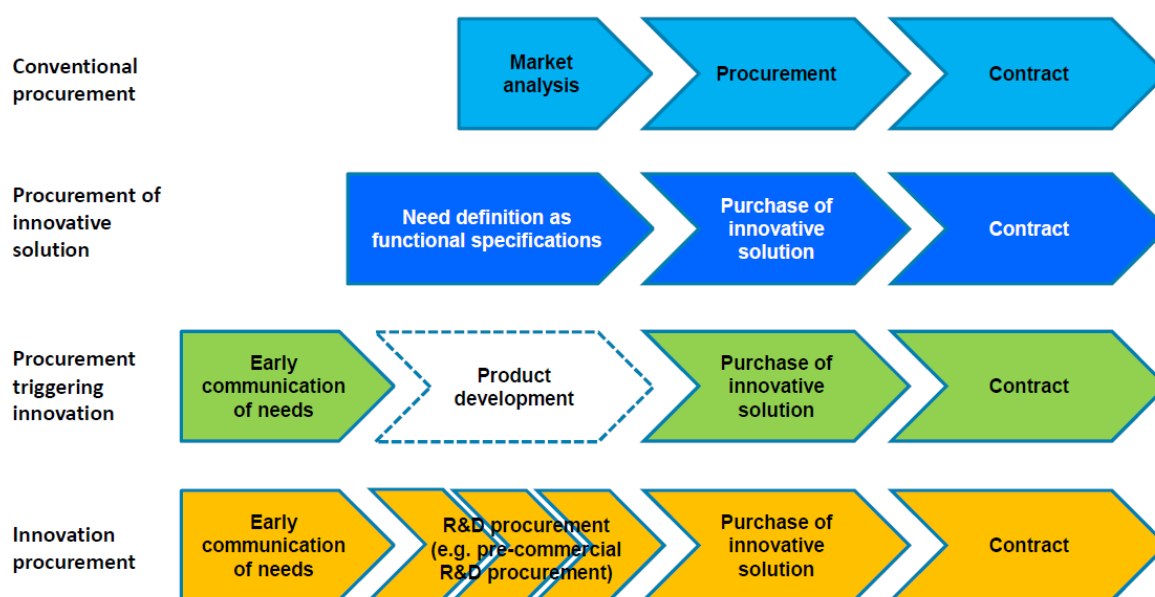


Figure 1: Varieties of innovation procurement in Finland (VTT)

With respect to the transport sector, Mr. Valovirta presented several examples, namely:

1. A real-time information management system for municipal waste collection (Helsinki region), where the system was piloted by an SME which eventually did not win the tender, but was able to sell its solution to other cities thanks to the service specifications defined in the pilot;
2. The 1st and 2nd generation services for traffic flow information (Transport Agency), where the 1st generation was based on cameras, while the 2nd one was based on mobile technology; here a new PPI could be possible to have operators coming together to share their data;
3. A PCP action for slippery road detection required for winter road maintenance, traffic control and information (Transport Agency), where a partnership based approach was followed;
4. Green light priority system & services for emergency vehicles (city of Oulu), where the system was based on open source code created by the city allowing a quick upscale in 1 year;
5. Procurement of traffic data from commercial suppliers for 2014-2015 by means of a smart procurement introduced in June 2014 by Trafi & FTA (Traffic Lab programme);
6. Two-stage PCP action for real-time traffic information piloted with users (city of Tampere).

This presentation is available for download by the P4ITS consortium members at:

<http://p4its.eu/wp-content/uploads/sites/6/2014/02/Valovirta-Procurement-of-ITS-innovation-Finland-P4ITS.pdf>

2.7.2 NordicWay cooperation project (Satu Innamaa, VTT on behalf of Kari Hiltunen, FTA)

NordicWay is a C-ITS corridor project co-funded by the EU under the CEF programme. It involves the countries of Denmark, Finland, Norway and Sweden with ca. 2000 users. The project pilots three core services: 1) cooperative hazardous location warning, 2) cooperative weather & slippery road warning, and 3) probe data services. The mission of NordicWay is to find out whether the solutions piloted have the required technical performance, are socio-economically feasible, and can offer to travellers and hauliers the services throughout the corridor in an acceptable way. To this end, specific budget have been reserved to facilitate interoperability and allow vehicles and users from any NordicWay country to use the NordicWay services in all parts of the NordicWay corridor/network (*NordicWay Roaming*). The project also aims to explore C-ITS ecosystems of public-private partnership for service provision. This information will enable the road authorities to make decisions on the eventual deployment of C-ITS. The commercial stakeholders involved may utilise the pilot in their service development, deployment and marketing actions. For more details, this presentation is available for download by the P4ITS consortium members at:

http://p4its.eu/wp-content/uploads/sites/6/2014/02/NordicWay_slides_P4ITS_20150915.pptx

2.8 Updated network topics description and work plan

To introduce the discussion G. Somma shortly reminded the objectives and tasks of Work Package 5. Based on the deliverable D4.1 and annexed answers to the online questionnaire, the partners agreed that the network topics and work plan identified in 2014 during the 1st analysis phase (WP3) were confirmed in 2015 during the external consultation and feedback (WP4). The partners therefore agreed that the focus should be kept on those key network topics already identified, which will be presented for discussion at the P4ITS final event to be held on the 6 Oct. 2015 at the 22nd ITS World Congress in Bordeaux. Considering that the network topics, activities and plans were reported in the deliverable D4.1 (WP4 proceedings), already submitted to the EC, it was also decided to deliver D4.2 as one single page document stating that network topics and work plan have not changed.

Agreed the above, a short discussion took place regarding the possibility to link the PPI flowchart with TRLs together with the explanations of the different PPI approaches and/or procurement procedures. In this sense, a good representation was suggested by Åke Öhrnberg (Trafikverket), who presented the following chart showing the innovation procurement in relation to the development process:

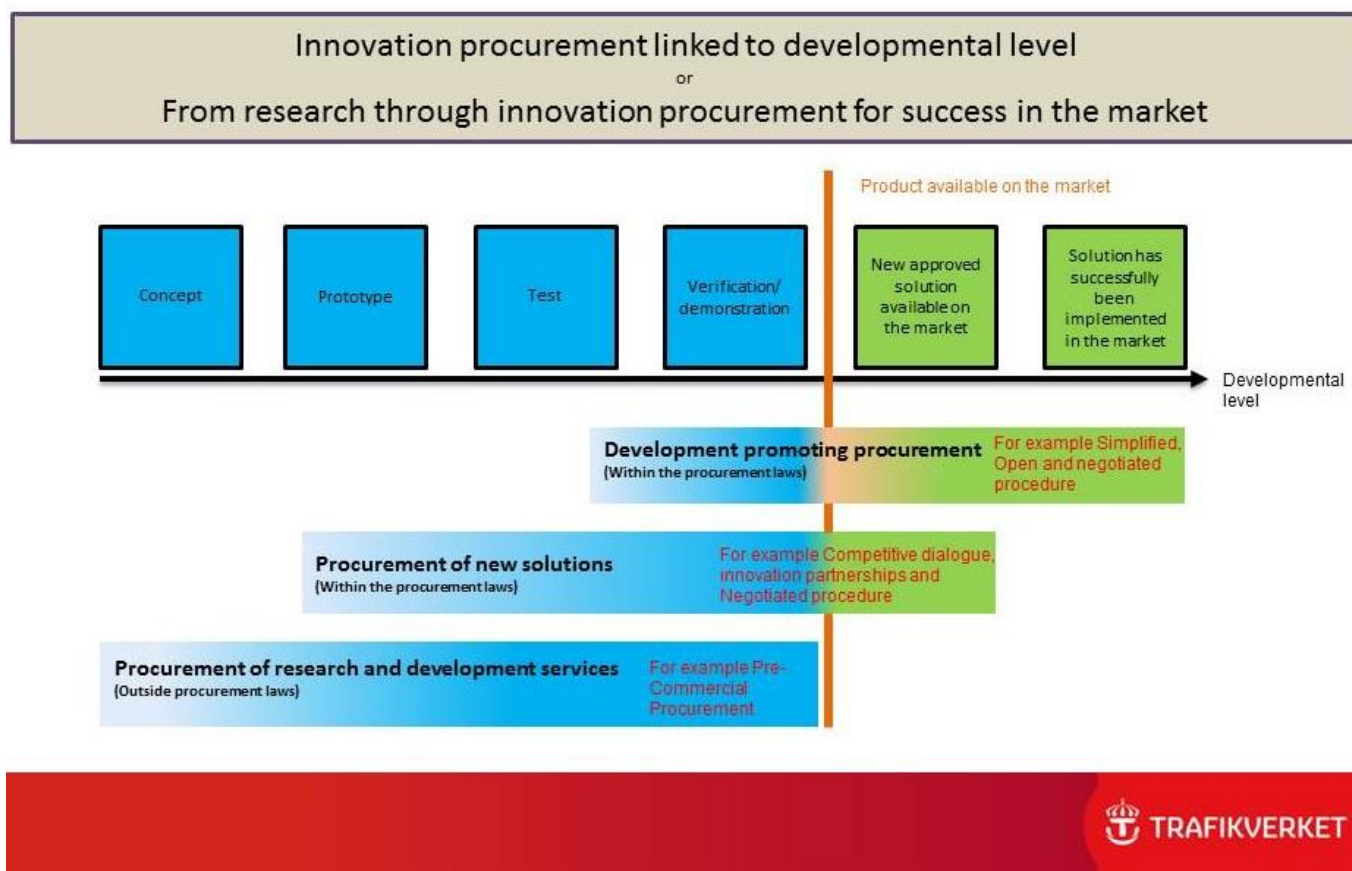


Figure 2: Link between innovation procurement and developmental level (STA)

2.9 PPI enablers and key points for a concerted approach

The participants agreed to address these aspects as chapters of the recommendations / guidelines paper and hence elaborate on that once the structure and content of this paper is defined.

2.10 Draft recommendations / guidelines paper

To introduce the discussion, G. Somma explained that, according to the DoW (Task 6.1), the network recommendations shall meet the following criteria:

- Target Group(s): addressed to themselves (as procuring authorities), to a specific type of external stakeholders (e.g. industry suppliers) or to the community at large;
- Rationale: be specific, realistic and support the deployment of C-ITS through wider use of PPI approaches. PPI will be presented in a critical way, with advantages and disadvantages, and in the context of the different tools supporting C-ITS deployment, with areas where PPI is more adequate than other tools.
- Format: short deliverable, easy to communicate on; attractive format for a wide dissemination is expected.

In line with the points above and with the work plan (Task 5.2), the partners agreed to keep D6.2 as a simple document. For instance, the P3ITS Handbook could be considered as a possible reference for the graphical aspects, but not for the level of content and details. It was agreed to draft the paper in an A4 **format**, with chapters possibly structured as in small “modules” that can be read stand alone as in P3ITS handbook and with coloured boxed text-shapes providing Pros/Cons/Risks (colour code: green/red/yellow) and practical examples (blue).

A draft **Table of Contents** was also agreed as follows:

1. Intro on the definition of PPI
2. Intro on the C-ITS context related to PPI
3. In-depth analysis of PPI approaches, legal aspects & IPRs
 - Legal framework (Procurement Directive & procedures, explanation that PPI is procedure-neutral) → 1.5-2 pages
 - Approaches to PPI → Table in 1 page
 - Elaboration on legal aspects (inputs by NDR and TOPOS / CEREMA)
 - IPRs
4. In-depth analysis of PPI and (Cooperative) ITS
 - Elaboration on table drafted by the Working Group 3 (see D4.1)
 - Suitability of PPI for C-ITS (Day-1 technology, market, risk, etc.)

- Practical examples of PPI in C-ITS (national/EU projects, like SCOOP@F, Eco-ATE, NordicWay, ...)
5. Ways forward to PPI
- PPI enablers
 - Some recommendations for policy makers
 - Some recommendations for public procurers

2.11 Dissemination activities

G. Somma announced that the partners Vigo City Council and CTAG proposed to present at the P4ITS final event the city approach to C-ITS deployment and the opportunities for innovation procurement. He welcomed this proposal because in this way the session would complementary experiences on the deployment of innovative C-ITS solutions in national transport corridor projects (by AustriaTech and Highways England) as well as in urban mobility projects (by the cities of Helmond and Vigo), with procurement approaches ranging from PCP to PPI and conventional tenders. The partners also welcomed and approved this proposal by the Spanish partners. It was also agreed that AustriaTech would present the P4ITS achievements, including the preliminary recommendations already elaborated.

2.12 Expectations and contributions for the network continuation

Following to the introductory presentation made the day before, G. Somma invited the participants to share in a round table discussion their thoughts about their expectations and contributions for the project conclusion and network continuation. The answers to this request were the following:

- CTAG & VIGO: good learning, good focus on C-ITS, willing to continue if there are funding opportunities
- VTI: good learning, funding needed to continue, as next step need to move from high level to practical level and produce best practices which can benefit the daily work of Finnish procurers
- LIST: new partnership to investigate & provide procurement tool to support the PPI tendering and select the best solution; funding opportunity could be MG6.1-2016 (not a PPI call, interest by city of Tampere)
- OHLC: interest to continue, but need to define the right framework
- ATE: good collaboration, good learnings, interest to continue collecting best practices examples to create a body of knowledge on PPI (funding needed: CSA?); AustriaTech is not a

public procurer and hence cannot go for an actual joint procurement, but will consider future supporting roles and expert roles (Procurement of ITS)

- EARDA: learning phase for change management, already submitted a stage-1 PCP proposal, but not sure about continuation due to company re-organisation in the near future
- VL: good networking partnership; no continuation due to re-organisation; Flemish innovation agency could be right partner; push to address procurement aspects in WG in the EU C-ITS platform (knowledge creating / sharing).; send them final recommendations deliverable; set up an EU project to work as WG in EU C-ITS Platform (like the EIP → European ITS platform, follow-up of EasyWay project, now EIP+ and soon EU-EIP, funded by H2020 and CEF)?
- NDR: good common understanding achieved on “flexible thinking” about PPI / procurement, hoped to have more legal/procurement expertise in the network → learning limited on these aspects; very positive about continuation with another EU project to provide legal advice on flexible framework to allow C-ITS deployment
- ITS Bretagne: agrees with VTT & LIST; maybe set up training programme / action as next step?
- STA / ITS Sweden: good learning, but the possibility of continuation will be considered depending on focus (procurement vs. ITS)
- TOPOS/CEREMA: TOPOS likely to be re-organised after ITS WC, so possible continuation as CEREMA; continuation in P4ITS will depend on role in EU-EIP, where CEREMA is partner and on policy level decision; a national WG will be set up in the next months to define guidelines and create software for public procurers for implementing new French procurement law
- VERONA: supports VTT proposal, but continuation will depend on political evaluation about municipal priorities
- LIGURIA: supports VTT proposal, but feasibility depending on legal frameworks developed at national level, which can be a barrier to common approach (depends on policy level decision)
- ERTICO: challenge as coordinator to elaborate on legal, procurement, ITS aspects, but good value to work with P4ITS network; a different project structure could have facilitated the work and the contributions of each partner (e.g., vertical axes for specific aspects - legal, ITS, ..., and an horizontal axis to bring everything together); need to seek EU funding opportunities where VTT suggestion for continuation could fit in proposal bringing added value to its partners.

2.13 Update of work plan, next steps and meetings

The meeting participants confirmed that the work is running in line with the plan agreed in previous meetings and confirmed the venues for the network meetings #9 (on 19-20 Jan. 2016 at ERTICO, in Brussels) and #10 (on 5-6 Apr. 2016 at Vigo / CTAG, in Vigo).

3 P4ITS Meeting #8

The eight P4ITS network meeting was held in Genoa (IT) on the 2-3 December 2015. It was organised by the network coordinator, ERTICO, together with the hosting partner, Regione Liguria.

3.1 Information exchanged prior to the meeting

Prior to the meeting, the Work Package leaders and Working Group moderators, L. Stender (NDR) and S. Innamaa (VTT), prepared a first draft of chapter 3 (*In-depth analysis of PPI approaches, legal aspects & IPRs*) and of chapter 4 (*In-depth analysis of PPI and (Cooperative) ITS*), respectively. These documents were used as basis of the discussion on the draft recommendation / guidelines paper (D6.2), which was the main point of discussion of this network meeting.

3.2 Attendance

Benef. N°	Short name	First name	Family name
1	ERTICO	Giacomo	Somma
2	NDR	Lasse	Stender
3	ATE	Bianca	Kapl
4	ASFINAG	Bernhard	Jelinek
5	VL	Jozef	Cannaerts
6	VIGO	Antonio	Vivero
6	VIGO	Manuel	Monroy
7	CTAG	José Manuel	Martínez
9	VTT	Aki	Lumiaho
10	EARDA	Melinda	Mátrai
11	ITSB	Imad	Fhail
13	LIST	Christophe	Feltus
14	ITS Sweden / STA	Annica	Roos
15	LIGURIA	Jacopo	Riccardi
15	LIGURIA	Silvia	Risso
16	OHLC	Emilio	Cacheiro

3.3 Welcome and introduction

Giacomo Somma (ERTICO) opened the meeting by welcoming all participants. Then he presented the list of participants, the meeting objectives and agenda, the outcomes from the Meeting #7 (see next sections), which were approved unanimously.

The meeting running order is available for download by the P4ITS consortium members at:

http://p4its.eu/wp-content/uploads/sites/6/2014/02/P4ITS_Meeting-8_Running_order_V1.0.pptx.

3.4 Objectives of the meeting

The list of objectives for this network meeting was circulated with the agenda to all network partners prior to the meeting. The list of objectives was as follows:

Work package level objectives

- Trigger in-depth discussion on the updated identified barriers, or new topics identified
- Prepare draft key recommendations/guidelines

Main outcomes from Meeting #7

- Recommendations / Guidelines (deliverable D6.2): draft format & structure defined

Meeting #7 follow-up

- Publication of D4.1 (without annexes) for the participants to the external consultation
- Deliverable D4.2 cancelled with the approval of the EC project officer
- Final event at the ITS World Congress successfully concluded
- Presentation of P4ITS at a workshop organised by DG CONNECT hosted in the frame of the Open Days 2015 by DG Regio
- Received input by NDR and VTT for the draft D6.2

Meeting #8 specific objectives

- Elaborate draft Recommendations / Guidelines (deliverable D6.2)
- Identify realistic PPI enablers and points for a concerted approach
- Prepare P4ITS towards a sustainable longer-term network, for which the following calls of Horizon 2020 were identified and proposed by ERTICO to the partners mid-October:
 - MG-4.4: CSA on urban transport deployment, 2M€, deadline: 26.1.2016
 - ICT-34: PCP on ICT based solutions for any area of public interest, 4 M€, deadline: 12.4.2016
 - ICT-33: CSA on competence centres & procurer networks, 4 M€, deadline: 25.4.2017

G. Somma reminded that EU funding was raised from 70% to 90% for PCP actions, from 20% to 35% for PPI actions, plus coordination costs and 25% overheads (CSA remain funded at 100%).

3.5 Agenda of the meeting

Day 1 – Wednesday, 2 December 2015

8:30	<i>Arrival of the participants</i>
9:00 - 9:10	Opening and welcome
9:10 - 9:30	Meeting objectives and agenda Network management and status overview
9:30 - 10:00	<i>Session 1:</i> Presentations: <ul style="list-style-type: none"> • SCOOP@F project (Imad Fhail, ITS Bretagne) • D6.2 - first draft of legal chapter (Lasse Stender, North Denmark Region) • D6.2 - first draft of C-ITS chapter (José Manuel Martinez, CTAG)
10:00 - 10:30	<i>Coffee break</i>
10:30 - 12:30	<i>Session 2:</i> Preparation of draft recommendations / guidelines paper – plenary discussion
12:30 - 13:30	<i>Lunch</i>
13:30 - 15:30	<i>Session 2 (continued):</i> Work on draft legal and C-ITS chapters – Discussion in two Working Groups
15:30 - 16:00	<i>Coffee break</i>
16:00 - 17:00	<i>Session 2 (continued):</i> Preparation of draft recommendations / guidelines paper – plenary discussion
19:30	<i>Network dinner</i>

Day 2 – Thursday, 4 December 2015

08:30 - 10:30	<i>Session 3:</i> PPI enablers & key points for a concerted approach
10:30 - 11:00	<i>Coffee break</i>
11:00 - 13:00	<i>Session 4:</i> Discussion on setting-up a sustainable longer-term network Update of work plan, next steps and next meetings
13:00	<i>End of the meeting</i>
13:00 – 14:00	<i>Lunch</i>

3.6 Network management and status overview

3.6.1 Management of the network

G. Somma presented an update of the status of the milestones achieved and the deliverables submitted to the EC after approval of the P4ITS consortium and those planned for the second annual review. He also reminded the risks listed in the DoW (still relevant for the project) and in particular the need of continuity of action and involvement by different network partners. He also reminded all partners to interact actively and perform communication / dissemination actions in line with the Communication Plan (deliverable D7.1).

3.6.2 Second Annual Progress Report & Review

Progress Report:

Contractually due to the EC within 60 days after the end of reporting period (29.01.2016), but to be submitted at least two weeks prior to the Review (07.01.2015). The draft version will be prepared by coordinator and distributed to partners in by December 2014. All partners will have to provide input by the 4 January 2015 (at the very latest).

Cost statements:

Simplifications on financial aspects for lump sum Thematic Networks:

- No definition of eligible costs
- No actual cost reporting
- No justification of costs
- No provision of certificates
- No budget transfers
- Only coordinator financially validated

P4ITS consortium members indeed are not requested to prepare a financial statement at the end of the project periods. This is confirmed in the ICT PSP Guide to financial issues available at:

http://ec.europa.eu/information_society/newsroom/cf/dae/document.cfm?doc_id=2361.

There it is stated that: *“As the EU contribution is a fixed lump sum or, in the case of the coordinator, a flat-rate based on scale-of-unit costs, which depends on the duration of the project and (in the case of the coordinator) on the number of beneficiaries, only the coordinator is requested to complete a simplified financial statement in the form of a summary financial report”* (ICT PSP Guide to financial issues, version 5, page 17).

With regard to this aspect, the coordinator reminded again the **warning** given about the meeting attendance by the partners and the funding allocated to each partner as lump sum per year.

Annual Project Review:

The coordinator reminded that also for the second year the majority of P4ITS partners voted for a review with the EC based on project deliverables and formal meeting, reminding all the information about this meeting (date, venue, participants and agenda).

3.6.3 Dissemination activities

Two main dissemination activities were reported via e-mail by G. Somma on mid-October. Prior to the discussion sessions, he provided again the feedback summarised hereafter.

ITS World Congress, 6 Oct. 2015, Bordeaux (F)

About 35 people participated to the P4ITS session, during which Martin Russ (AustriatTech) and Philip Proctor (Highways England) gave an overview on PPI / PCP respectively and ITS corridors in Austria and UK, while Gert Blom (City of Helmond) and Rosa Blanco (CTAG) with Antonio Vivero (City of Vigo) gave their view on C-ITS deployment in the cities. The four presentations were uploaded immediately after the event on the members' area of the P4ITS website.

Open Days, 13 Oct. 2015, Brussels (B)

G. Somma presented the P4ITS project at the workshop *"How to modernize transport services through a smart combination of Innovation Procurement and ICT"*, organised by the Innovation Unit of DG CONNECT in the frame of the Open Days 2015 event hosted by DG Regio. He circulated his presentations with the one of Lieve Bos (Policy Officer at DG CONNECT) to the P4ITS partners immediately after the event, pointing out the key information contained in the latter one on funded projects and H2020 calls for 2016-2017 as well as on the eafip - European Assistance for Innovation Procurement (www.eafip.eu).

During the Open Days workshop G. Somma was asked why the P4ITS partners did not put forward any proposal under MG-8.3. He explained that this was mainly for two reasons: 1) the EU procurement directive has been recently adopted by some MS, and there is still some uncertainty on how to implement it at national level, which makes public procurers very cautious about (joint) PCP / PPI actions; 2) in the case of C-ITS, Day-1 solutions have been already deployed at pilot scale and in different countries large scale deployment is ongoing through "conventional" procurement actions, but innovation procurement (PCP/PPI) is considered as an opportunity for Day-2 solutions.

G. Somma also recalled that the workshop moderator questioned the PPI flowchart elaborated by P4ITS because according to the EC (and the H2020 funding scheme) R&D is not considered as part of PPI and that PCP cannot start from very low TRLs (which are considered as part of Phase 0 in the EC diagram on innovation procurement). G. Somma explained to the EC officer that P4ITS partners do not disagree with the EC definitions of PCP / PPI, which are at the basis of our flowchart, but that

according experience and common understanding of P4ITS partners there is not always clear cut between PCP and PPI and that in some cases a PPI action may include R&D needs.

G. Somma hence invited the partners to reflect on this feedback and add clarifications or modify (if needed) the PPI flowchart before including it in final recommendations / guidelines paper. In this sense, he already prepared a modified version of the flowchart to take into account the feedback from the external consultation survey and workshop. The participants agreed to elaborate on this on the second day of this network meeting.

3.7 Presentations

3.7.1 SCOOP@F project (Imad Fhail, ITS Bretagne)

I. Fhail presented the French Test deployment project of cooperative intelligent transport systems SCOOP@F, which will pilot 3000 vehicles on 2000 Km of equipped roads. The project objectives are to enhance safety and travel quality by means of C-ITS services (like speed limit information, hazardous situations signalling, and availability of park-and-ride for public transit). SCOOP@F aims also to allow the automotive industry to prepare the next generation of vehicles. He then presented specific information of the pilot site in the Brittany Region, where the requirements have been defined after the first year of activity with the decision to procure the On-Board-Units (OBU) for the vehicles and the Road-Side-Units (RSU) for the road infrastructure by means of a group-order centralised at regional level with a standard procurement procedure for equipment.

This presentation is available for download by the P4ITS consortium members at:

<http://p4its.eu/wp-content/uploads/sites/6/2014/02/Procurement-SCOOP@breizh.ppt>.

3.7.2 Presentations of the draft chapters for recommendations / guidelines paper

To introduce the discussion, G. Somma invited L. Stender to present his first draft of the legal chapter and J.M. Martinez to present (as Working Group moderator) the first draft of the C-ITS chapter prepared by S. Innamaa (VTT).

D6.2 – first draft of legal chapter (Lasse Stender, North Denmark Region)

Following to the comments received during the external consultation and especially at the Open Days 2015, L. Stender recalled the definition of PPI, how it is considered by the EC and connected to PCP, stressing the idea that PPI is not a procurement procure; idea on which the network has already achieved a common understanding, and which needs to be appropriately communicated.

To this end, he described PPI in the first draft of the legal chapter as:

- Programmes/strategies/policies supporting procurement of innovation, e.g. strategies on making daily procurement more innovation friendly (e.g. “10 % of our procurements should be carried out with a PPI approach) or multi authority cooperations with a certain economic mass, allowing market penetration of new (yet undiscovered) innovative solutions in grand joint procurement projects
or
- Technical or legal approaches to enhance the possibilities of new innovative solutions winning a tender (in the following named “PPI approaches”). On an operational level the PPI approaches are the very fundamental preconditions for PPI.

PPI does not by default include procurement of R&D, but it must be accepted that PPI might very well contain elements of R&D for adapting existing solutions to fit the required needs as so far this adaption has not been developed during the initial market dialogue, in particular in the case of C-ITS. Moving from the above and building on Figure 2 (illustrating the theoretical correlation between the TRL metrics, the complexity of the intended C-ITS acquisition and the tender procedures according to the procurement directives), it can be concluded that all the procurement procedures maybe used in connection to PPI. To conclude, he presented the PPI approaches and on the IPR aspects, topics on which the partners elaborated during several network meetings (see deliverables D2.1 and D3.1).

This presentation is available for download by the P4ITS consortium members at:

<http://p4its.eu/wp-content/uploads/sites/6/2014/02/P4ITS-Legal-chapter-in-outline.pptx>.

The draft legal chapter is also available for download by the consortium in the P4ITS members area.

D6.2 – first draft of C-ITS chapter (Jose Manuel Martinez, CTAG)

The C-ITS chapter drafted by S. Innamaa (VTT) opens with an introductory, brief description of C-ITS and then moves to analysis of innovation procurement (PCP / PPI) in relation to various development and deployment stages of C-ITS solutions with reference to their readiness for the market. The chapter provides references and practical examples from relevant European (and national) projects / programmes known by the partners, among which the corridors projects Eco-ATE, NordicWay and SCOOP@F. The draft included also some preliminary recommendations for policy makers, already elaborated during the external consultation workshop and network meeting # 6 (see D4.1).

This document is available for download by the consortium in the P4ITS members area.

3.8 Working sessions on draft chapters for recommendations / guidelines paper

After these presentations the meeting continued in two Working Groups dedicated to the two draft documents. The revised documents were then discussed in a plenary session and it was agreed that the G. Somma shall put them together in one document to be finalised in the network meeting #9 to be held at ERTICO premises on the 19-20 January in Brussels. As part of the discussions, a new version of the PPI flowchart was proposed and further elaborated via e-mail in the days immediately after the meeting. This new version will be used for the Final recommendations / guidelines (D6.2) in substitution to the one published on the Discussion paper (D3.2).

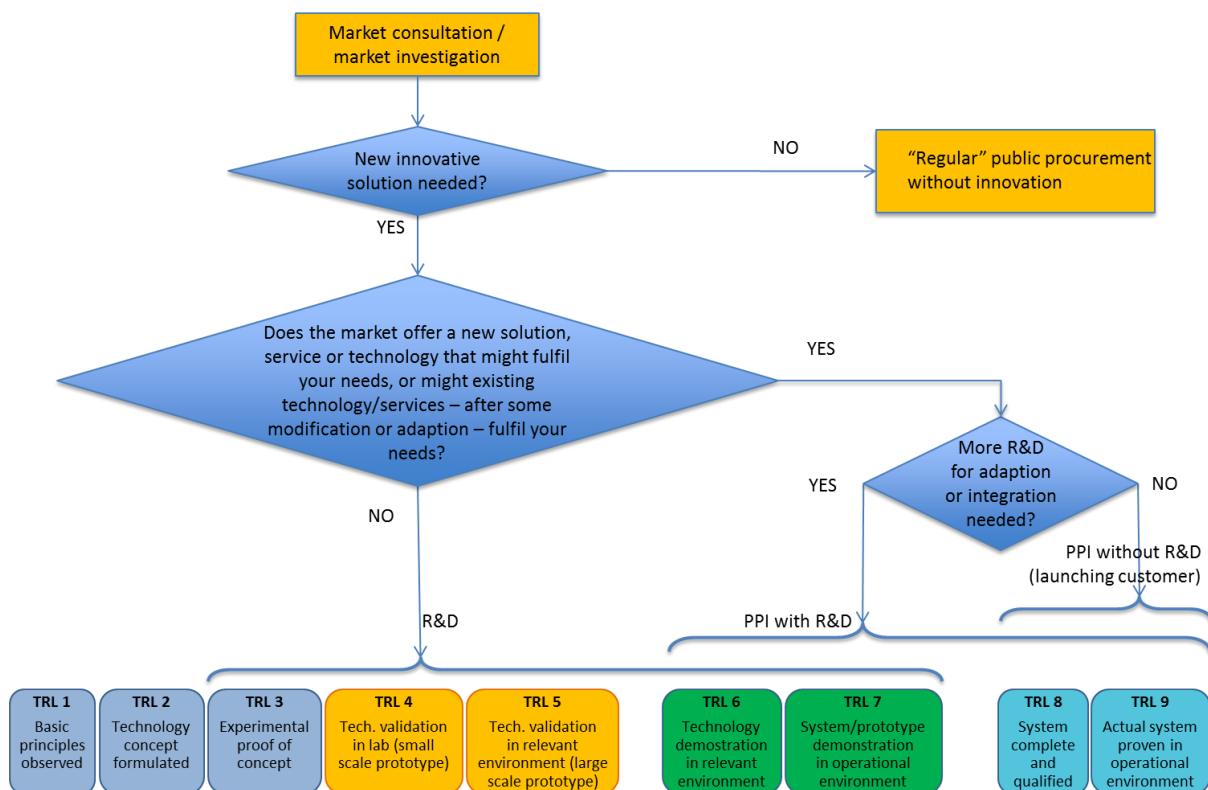


Figure 3: New PPI flowchart with TRLs

3.9 PPI enablers and key points for a concerted approach

Based on the outcomes of the P4ITS external consultation workshop and meeting #6 held in Vienna, the discussion focused on drafting a first list of PPI enablers to be further elaborated and summarised in the final deliverable D6.2. This list is the following:

- Overall innovation strategy and integration of PPI strategy in different sectorial strategies
 - Out-of-the-box re-thinking process
 - Definition of strategic objectives, key priorities and multi-annual master plans with concrete KPIs to measure achievements

- Reserve dedicated budget for deployment of innovative solutions
- Clear rules / legal framework for PPI
 - Define clear, measurable innovative characteristics in the award criteria of public procurement procedures
 - Set up clear rules to minimise the risk for public procurers of setting up wrong or unsuccessful tenders or having to deal with appeals (before or after granting the tender to a supplier/provider)
- Training and education in PPI, such as:
 - For public procurers and suppliers on how PPI can be implemented in practice
 - Promotion to create awareness on opportunities for PPI and achieve acceptance
 - Guidelines for documentation of common standards and best practices for PPI
- National Contact Points, such as:
 - Create a network of contact points supported by a central service unit of experts on innovation procurement (collecting, disseminating knowledge on a strategic and operational level) also linking procurers and suppliers
 - Establish and maintain a knowledge platform (IT tool for PPI) and link procurers with suppliers
- Make innovations measurable to better demonstrate and communicate benefits
 - Consider quantitative / qualitative assessment of cost-benefits (material and immaterial) between keeping on with an existing solution and procuring an innovative solution
 - Evaluate the impacts on socio-economic, environmental and business aspects (e.g., business model of public company)
- Multiregional PPI / PPI with several procurers? (“Nordic Way Project”)
 - Sharing resources and risk between different public administrations to make procurement more effective
 - Create economies of scale and increase equity for the purchasers and suppliers in one regions or from different regions
 - Carry out harmonised procurement actions in terms of technical specifications (e.g., interoperability), financial aspects, organisational aspects, particularly sensitive in case of new, risky innovative solutions
- Bottom-up PPI
 - Create a mechanism (e.g., innovation platform / virtual box) allowing suppliers to put forward innovative solutions in any sector, which can then be selected by public

administrations to answer a general issue or specific need (innovation procurement driven by supply side, not by procurement side)

- Bianca to provide example Canada
- Silvia to provide example (if any)
- Wider possibilities of demonstrating innovation
 - Enable living labs approach / test fields / participation of users / in real traffic conditions in a controlled or open environment
 - Enable sharing of open data and open standards.

3.10 Next steps and meetings

3.10.1 WP6: Final recommendations and continuation framework

- **WP6 objectives (M25 – M30):**
 - Finalise recommendations
 - Decide on the need and conditions for the continuation of the network
- **Task 6.1 - Network recommendations**
 - Network meeting # 9 (19-20 January 2016, Brussels, Belgium)
 - Reach a common position on some topics and propose some recommendations, based on draft doc
 - Finalise network recommendations
- **Task 6.2 - Network continuation**
 - Network meeting # 10 (5-6 April 2016, Vigo, Spain)
 - Decide whether the network will continue its activity after the end of the project : YES or NO, format, objectives in a wider context (pilot deployment projects, readiness of the C-ITS market, number of PPI cases undertaken in Europe, implementation of the new public procurement directives, etc.)
 - If YES, sign a letter of commitment, highlighting the main objectives of the follow-up network, potential format of the network, its sources of financing (e.g., subscription based) and its terms of reference.