

# CROCODILE project

as an example of

cross-border co-operation

in the field of

## Intelligent Transport Systems

TEM Steering Committee,  
Warsaw, 11 April 2014

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## About the CROCODILE project

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The main goals of the project „CROCODILE” are:

- Improvement of international transport conditions,
- Improvement of coordinated traffic management,
- Providing reliable information for travelers,

13 countries participating in CROCODILE:

Austria, Bulgaria, Croatia, Cyprus, Czech Republic, Germany, Greece, Poland, Romania, Slovakia, Slovenia, Hungary, Italy

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## About the CROCODILE project

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### Two main corridors from TEN-T core network corridors

- **Baltic – Adriatic** (Poland – Czech Republic – Slovakia – Austria – Slovenia - Italy)
- **Rhine – Danube** (Germany – Czech Republic – Austria – Slovakia - Hungary – Romania – Bulgaria)

### Two additional corridors from TEN-T core network corridors to fill the gaps:

- **Mediterranean** (Italy – Slovenia – Croatia – Hungary)
- **Orient / East-Med** (Germany – Czech Republic – Austria – Slovakia – Hungary – Romania – Bulgaria – Greece)

## About the CROCODILE project



### Legend

- Baltic-Adriatic
- Rhine-Danube
- Orient/East-Med
- Mediterranean
- EU-Member States
- Non EU-Member States

The representation of Poland in CROCODILE:

**GDDKiA** – as main partner

**ITS Poland** Society – as supportive partner

Cost of the participation of Poland in CROCODILE:

**approx. 1,5 mln EUR**

The main aim of the project:

**To enable the exchange of road data between neighboring countries via DATEX II protocol,**

basing on the requirements for ITS priority areas, included in EU delegation acts to the ITS Directive:

- digit „c” (information about traffic safety)
- digit „e” (information about parking places)

Scope of works to be agreed and executed:

- Construction of **National Point of Access** in the GDDKiA main office in Warsaw
- elaboration of **location codes** for the typical incidents (according to EU regulations)
- **procedures of data fusion** from neighboring countries (Czech Republic, Germany, Slovakia) basing on the related agreements
- Implementation of **CROCODILE website**

The National Traffic Management System  
(KSZR)

means

construction of the complex traffic management system  
on national roads system

via

integrated ITS services



## ➤ **KSZR advantages**

### ➤ **Benefits for European Community**

- Cross-border co-operation
- Accessibility of information for multimodality platforms
- positive influence on EU citizens mobility

### ➤ **Providing fundamental functions**

- Traffic / incident management
- Information on free parking places
- Support for road network maintenance
- Traffic information for travelers

### ➤ **Possibility of separation of KSZR components**

- Project open to be made by number of contractors

## Target area of KSZR implementation by 2020

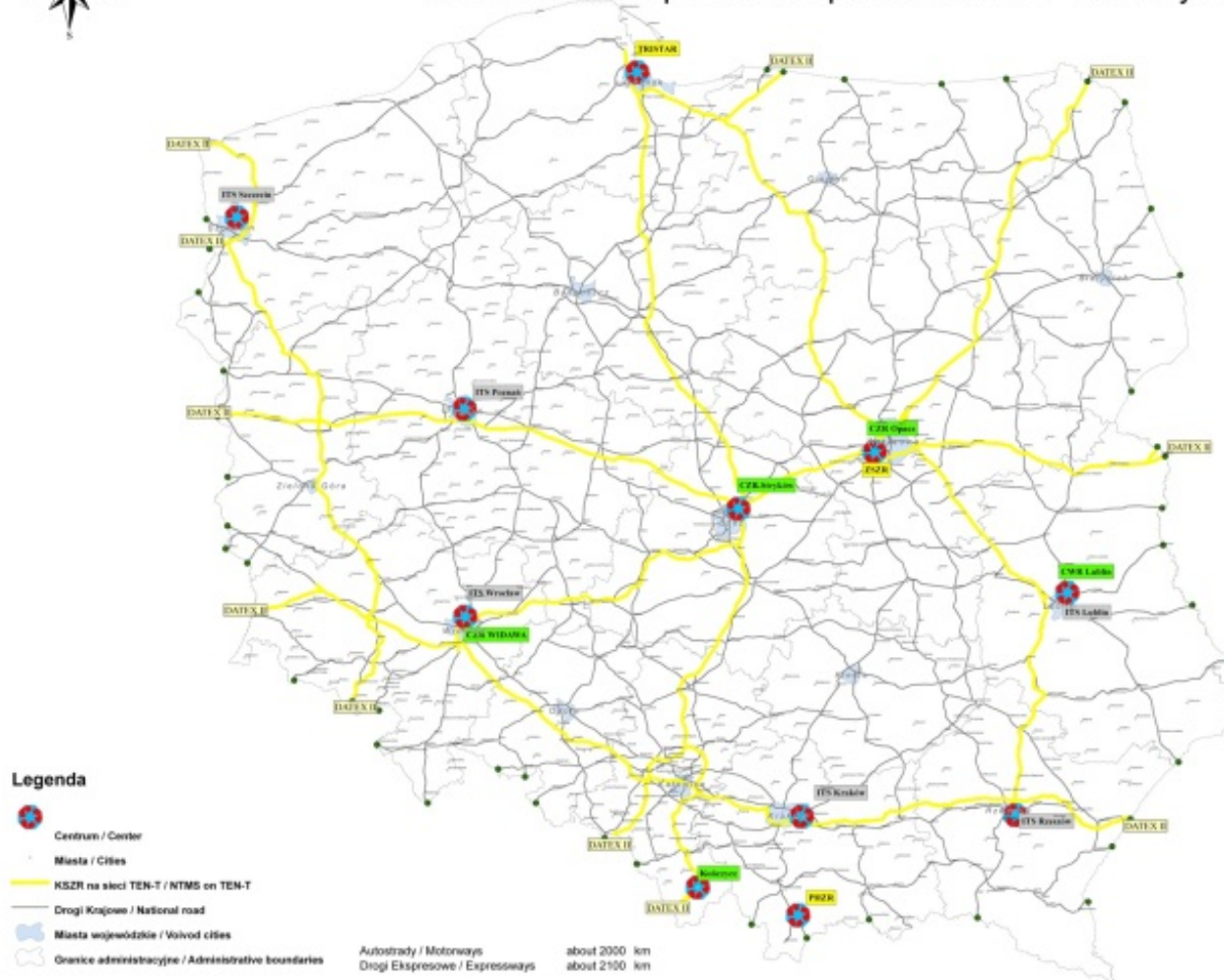


Zakres terytorialny wdrożenia na sieci TEN-T w 2020 r.  
The territorial scope of the implementation on TEN-T by 2020 r.



On TEN-T network:

The realization of the system using CEF (Connecting Europe Facility) financial sources



# KSZR website as a continuation of technical dialog

[www.kszr.gddkia.gov.pl](http://www.kszr.gddkia.gov.pl)

- KSZR website as a basis for dialog with Polish ITS market



**GDDKIA**  
Generalna Dyrekcja Dróg Krajowych i Autostrad

**KSZR**  
Krajowy System Zarządzania Ruchem

STRONA GŁÓWNA O KSZR KALENDARZ SPOTKAŃ FORUM GDDKIA

**O KSZR**

**Czym zajmuje się GDDKIA**

GDDKIA zarządza drogami krajowymi w tym drogami ekspresowymi i autostradami na podstawie Ustawy z dnia 21 marca 1985 r. o drogach publicznych (Dz.U. 1985 Nr 14 poz. 60 z późniejszymi zmianami).

Zarządzanie siecią dróg krajowych przez GDDKIA polega na planowaniu, budowie i utrzymaniu dróg krajowych w celu sprawnego i bezpiecznego przemieszczania się osób i towarów pomiędzy regionami Polski, a także pomiędzy sąsiednimi krajami.

**Sieć dróg zarządzanych przez GDDKIA**

Mimo że drogi krajowe stanowią tylko około 5 proc. długości wszystkich dróg w Polsce, to szacuje się, że przenoszą blisko 40 proc. całej drogowej pracy przewozowej w naszym kraju. Po drogach krajowych przemieszcza się ponad 23 mln pojazdów (wg stanu na 2011 r.) co sprawia, że niezwykle trudno jest pogodzić zainteresowanie usługami sieci transportowej (popyt) z możliwościami tejże sieci (podaż).



## KSZR website main goals

- The information on planned projects and their current status
- The information on KSZR-related events organized by GDDKiA
- Regular communication with potential KSZR stakeholders (i.e. exchange of opinions regarding KSZR architecture)

# Potential KSZR stakeholders

- Emergency Management Centre's,
- traffic information providers,
- Head Office of Geodesy and Cartography
- Other road administrations, including



## FOREING ROAD ADMINISTRATIONS

- Inspectorates for Environmental Protection
- mobile telecommunication providers,
- toll collection operators,
- ambulance services
- Police
- Radio and TV,
- Fire services,



**Thank you  
for your  
attention!**

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