



**MINISTÈRE
DE LA TRANSITION
ÉCOLOGIQUE**

*Liberté
Égalité
Fraternité*

**Direction Générale des Infrastructures de
Transport et des Mobilités**

Direction des Mobilités Routières

*Sous-direction du pilotage de l'entretien, de l'exploitation
du réseau routier national non concédé et de l'information
routière*

European Climate, Infrastructure and Environment Executive Agency (CINEA)

Department B - Connecting Europe Facility (CEF), Unit B3

B-1049 Brussels

Panagiotis IORDANOPOULOS

Subject: Request for amendment to Grant Agreement INEA/CEF/TRAN/M2018/178849, Action No2018-FR-TM-0097-S

Dear Mr IORDANOPOULOS,

In accordance with Article II-12 of the Grant Agreement, as point of contact of Action InDiD (n° 2018-FR-TM-0097-S) and on behalf of all beneficiaries, I hereby request an amendment to the Grant Agreement No INEA/CEF/TRAN/M2018/178849. This amendment request concerns a series of modifications to the Grant Agreement of two distinct types: "administrative" type modifications and modifications associated to the withdrawal of partners and the measures taken as a result to maintain all the commitments to the Grant Agreement. All of these requests aren't, in any case, an addition or a subtraction relative to the commitments of partners. The main objective, especially regarding the second type of modifications, is to ensure the achievement of 100% of the project perimeter.

Requests for modifications to the Grant Agreement are developed as follows:

1. Administrative changes
 - 1.1. Change of the coordinator's name (MTES to MTE);
 - 1.2. Change in legal form and transfer of rights & obligations of the beneficiary named University Polytechnique Hauts-de-France (UPHF);
 - 1.3. Change of legal representative and change in legal form and transfer of rights & obligations of the beneficiary Institut Français des Sciences et Technologies des Transports, de l'Aménagement et des Réseaux – IFSTTAR ;
 - 1.4. Change of legal representative and change in legal form and transfer of rights & obligations of the beneficiary named ATC;
 - 1.5. Change in legal form and transfer of rights & obligations of Université Clermont Auvergne (UCA), became an Experimental Public Establishment (EPE)
2. Withdrawal of partners and measures to ensure the commitments

- 2.1. Withdrawal of The Syndicat Mixte des Transports en Commun de l'Agglomération Grenobloise (SMTC) and the Grenoble-Alpes Métropole Grenoble (METRO)
- 2.2. The integration of the Strasbourg Eurometropolis and the European Collectivity of Alsace as partners for the creation of a new A3.3.6 - East pilot sub-site (A3.3 - North pilot site)
 - 2.2.1. Strasbourg Eurometropolis
 - 2.2.2. European Collectivity of Alsace (CeA)
- 2.3. The integration of Bordeaux Metropolis, as partner integrated to the A3.2.1 - South West pilot sub-site (A3.2 - South west Pilot site)
- 2.4. Changes related to the A.3.1 - Mediterranean pilot site
 - 2.4.1. The integration of the city of Aix en Provence as partner integrated to the A.3.1 - Mediterranean pilot site
 - 2.4.2. Minor change regarding involvement of ESCOTA to the A.3.1 - Mediterranean pilot site
- 2.5. The withdrawal of partner Transdev from the project
- 2.6. Cost retroactivity for incoming partners
3. Financial adjustments between partners

1. Administrative changes

1.1. Change of the coordinator's name (MTES to MTE);

The coordinator's name (beneficiary n° 1 in the Grant Agreement) has changed from 'Ministère de la Transition Ecologique et Solidaire (MTES)' to 'Ministère de la Transition Ecologique (MTE)'. This change is effective since July 17th, 2020, day of the publication of the Decree n°2020-869 of July 15th, 2020, which is attached to this request.

For this request, please find attached to this letter the following administrative document:

- *MTE_Décret n° 2020-869 du 15 juillet 2020.pdf*

1.2. Change in legal form and transfer of rights & obligations of the beneficiary named University Polytechnique Hauts-de-France (UPHF);

There is a change in the legal form of University Polytechnique Hauts-de-France. It was an «Etablissement Public à Caractère Scientifique, Culturel et Professionnel » whereas the new created entity (keeping the same name) is an « Etablissement Public à Caractère Scientifique, Culturel et Professionnel Expérimental ». Created by the decree n°2019-942 of September 9th 2019, the new entity University Polytechnique Haut-de-France bring together the former entity, in addition with the Institut national des sciences appliquées Hauts-de-France, L'Ecole supérieure d'art et de design de Valenciennes and the Ecole supérieure de Cambrai, as it is specified in the Article 1 of this same decree.

The new entity University Polytechnique Haut-de-France takes over all the missions of the former entity University Polytechnique Hauts-de-France.

For this request, please find attached to this letter the following administrative document:

- *1.1 - Commitment Letter – UPHF.pdf*
- *1.2 - Avis SIRENE – UPHF.pdf*
- *DecretCreationUPHF-INSA.pdf*
- *LEF.pdf*
- *UPHF-Annex B-I*

1.3. Change of legal representative and change in legal form and transfer of rights & obligations of the beneficiary Institut Français des Sciences et Technologies des Transports, de l'Aménagement et des Réseaux – IFSTTAR ;

There is a change in the legal form of IFSTTAR. It was an « établissement public à caractère scientifique et technologique ». It is now a « Université Française ».

Since January 1st, 2020, the Institut Français des Sciences et Technologies des Transports, de l'Aménagement et des Réseaux (IFSTTAR) and Université Paris-Est Marne-la-Vallée (UPEM) have merged to become Université Gustave Eiffel (www.univ-gustave-eiffel.fr). Created by the decree n°2019-1360 of December 13th, 2019, published on December 15th, 2019 in the « Journal Officiel de la République Française », the Université Gustave Eiffel is an experimental scientific, cultural and professional public establishment taking over all the missions of the two former public establishments.

In accordance with article 7 of the above-mentioned decree, all the rights and duties of UPEM and IFSTTAR have been transferred to Université Gustave Eiffel, that replace them for the existing relation with INEA.

In addition, the UGE informs CINEA of the change of legal representative, following the nomination of Mr. Gilles ROUSSEL, confirmed by the decree of January 13, 2021.

For this request, please find attached to this letter the following administrative documents:

- *Application Form Part B-I_UGE.pdf*
- *Avis_SIREN UGE.pdf*
- *Décret_n°2019-1360_du_13_décembre_2019_version_consolidée_au_20200601.pdf*
- *GA commitment UGE.pdf*
- *LEGAL ENTITY UGE.pdf*
- *3.1 - joe_20210114_0012_0089.pdf*

1.4. Change of legal representative and change in legal form and transfer of rights & obligations of the beneficiary named ATC;

There is a change in legal form of ATC, from 'Société par actions simplifiée' (SAS) to "Société en nom collectif".

In addition, the ATC informs CINEA of the change of legal representative. Indeed, Mr Thierry Amarger succeeds Mr Patrick Boyeaux as CEO ATC France.

For this request, please find attached to this letter the following administrative documents:

- *2.1 - Application Form_Part A2.2.pdf*
- *2.2 - Application_form_partB- ATC France.pdf*
- *2.2 - ATC FRANCE_EXTRAIT_RCS_08102021.pdf*
- *2.3 – Entité.pdf*
- *2.4 - Financial_capacity_check - ATC France.pdf*
- *2.4 – Mandate.pdf*
- *2.4bis -Part B_Financial capacity check_Applicant 20 – ATC.xlsx*
- *2.5 -Commitment Letter - ATC France.pdf*

1.5. Change in legal form and transfer of rights & obligations of Université Clermont Auvergne (UCA), became an Experimental Public Establishment (EPE)

This change comes as part of a reorganization of Clermont Auvergne University. By decree no 2020-1527 from December the 7th 2020, establishing the University Clermont Auvergne and approving its statutes,

define the “Institut National Clermont Auvergne”, named “Clermont Auvergne INP”, as a “component institution” of the UCA. UCA remains a Scientific and Technological Public Institute (EPST) and keep the goods, rights and obligations of UCA.

For this request, please find attached to this letter the following administrative documents:

- *4.1 - Application form_PartB - UCA EPE.pdf*
- *2021-Avis_répertoire_SIRENE_cessationUCA_EPSCP.pdf*
- *202012-Avis_répertoire_SIRENE_creationUCA_EPE.pdf*
- *20210104-Courrier_création_EPE_UCA-Fr.pdf*
- *Commitment to implement the Action-InDiD.pdf*
- *UCA-EPE_legal entity form_CE.pdf*
- *UCA-experimental university_national decree.pdf*

2. Withdrawal of partners and measures to ensure the engagements

3 partners wished to withdraw from the project. These partners are: The Syndicat Mixte des Transports en Commun de l'Agglomération Grenobloise (SMTC), the Grenoble-Alpes Métropole Grenoble (METRO) and Transdev.

Regarding the Withdrawal of The Syndicat Mixte des Transports en Commun de l'Agglomération Grenobloise (SMTC) and the Grenoble-Alpes Métropole Grenoble (METRO) : in order to minimize the impact of this decision we have proposed to Bordeaux Metropolis, Strasbourg Eurometropolis and the European Collectivity of Alsace to join the project. The 3 new partners are defined as local or urban authorities just like the partners withdrawing from the project, and take the responsibility to achieve similar results to what SMTC and METRO agreed to do initially in InDiD.

Also, the city of Aix-en-Provence has been integrated to the project since they will be implementing on their network the expected results on the Mediterranean pilot site, for its urban part. The venue of the city of Aix-en-Provence contributes only to respect the initial commitments in this pilot site. In addition, we propose to fix an error with the initial writing of the Grant Agreement, by mentioning the involvement of ESCOTA (affiliated entity of ASFA) to this pilot site.

The paragraph 2.5 entitled “Cost retroactivity for incoming partners” is fully connected to the new partners mentioned above taking into account the time needed to negotiate and produce this amendment request.

At the beginning of 2022, Transdev affirmed its desire to withdraw from the project for the reasons detailed in paragraph 2.6. The partners currently integrated into the project agreed to finalize the work in progress for which Transdev was engaged.

Consequently to all the modifications, and to have budgets by activities and partners the more realistic as possible, financial adjustments between partners have been necessary and are proposed in this amendment request.

2.1. Withdrawal of The Syndicat Mixte des Transports en Commun de l'Agglomération Grenobloise (SMTC) and the Grenoble-Alpes Métropole Grenoble (METRO)

The Syndicat Mixte des Transports en Commun de l'Agglomération Grenobloise (SMTC) and the Grenoble-Alpes Métropole Grenoble (METRO) leave the project due to a lack of resources available to manage it. It appears that both have underestimated the complexity of the project. In addition, a local political reorientation at the head of Grenoble Metropolis led to change in the local priorities. You'll find attached the letter informing us of their withdrawal. These partners only participated to sub-activity A3.4.2 for the implementation of Road Side Units (RSU) and car sharing use cases, on parks & ride managed by SMTC. Their withdrawal has no major impact on activities or sub-activities, nor on others partners.

Find attached to this letter the administrative supporting documents:

- *Withdrawal letter SMTC.pdf*

- *Withdrawal letter Grenoble Alpes Metropole.pdf*

2.2. Creation of a sub-site pilot East (integration of Strasbourg Eurometropolis and the European Collectivity of Alsace)

The integration of European Collectivity of Alsace (CeA) and Strasbourg Eurometropolis (EMS) will lead to the creation of a new pilot sub-site A3.3.6 East, in the pilot site A3.3 North.

The arrival in the project of the CeA and the EMS leading to the creation of the East pilot site contributes to strengthen the commitments. Indeed, the arrival of EMS, a stakeholder in C-Roads_France, contributes to increase the capitalization dimension of Indid on previous C-ITS projects. In addition, the network under the authority of the EMS has been expanded since January 1, 2021 and now includes a portion of the A35, previously under the responsibility of the DIR Est, DIR Est itself involved in InDiD. The simultaneous arrival of the CeA reinforce the territorial influence of the project on this part of the national road network, and allows the experimentation of urban use cases initially under the responsibility of the partners Grenoble Alpes Métropole and Urban Transport Authorities of Grenoble, mainly the multimodal ones.

2.2.1. Strasbourg Eurometropolis

The Strasbourg Eurometropolis (EMS) is a French public authority managing and providing a wide range of services to its 33 municipalities (339,85 km² - 505 916 inhabitants, including 284 677 inhabitants in the city of Strasbourg). Located on the border with Germany, it is the largest metropolitan area in the Grand Est region and the main business, academic and innovation hub. For more than 40 years, Strasbourg has been a leader in innovative mobility in France and hosted successfully the 12th ITS European congress in 2017. Since January 1st 2021, the Eurometropolis of Strasbourg is the manager of the entire road network on its territory (since the creation of the Alsace European Collectivity). The president of the EMS has authority over the former A35/A4 highway, renamed M35. 2 OBU are already installed on the M35, 1 on ex-A4 and 1 on ex-A35. Other equipment might be needed in connection with European Collectivity of Alsace deployment.

In the Indid project, Strasbourg Eurometropolis aims to develop use cases to replace the ones that are in line with the InDiD Grant Agreement that Grenoble was tackling (more detail on the Annex 1 - Amendment 1 - GA Technical adjustment.docx).

For this request, please find attached to this letter the following administrative documents:

- *Application form part B1_EMS.pdf*
- *Avis_de_situation_SIRENE_EMS.pdf*
- *GA-Commitment-letter signed_EN.pdf*
- *GA-Commitment-letter signed_FR.pdf*
- *legent_public_fr EMS signé.pdf*
- *mandat 27_EMS.pdf*

2.2.2. European Collectivity of Alsace (CeA)

The European Collectivity of Alsace (CeA) manages and operates 260 km of freeways in the region, with the exception of those within the territory of the Strasbourg Eurometropolis. The A35 crosses Alsace and provides the link between Germany to the north (Palatinate) and Switzerland to the south (Basel canton). For the operation of its road assets, the CeA has a Traffic Management Support System (SAGT).

Within the framework of its project, the CeA wishes to be equipped with a PFro, RoadSide Unit (RSU) and Connected On-board Unit (OBU) to transmit to the users of the A35 and the A36 and to receive from connected vehicles traffic information.

To reach this goal, the operation will take place in 2 phases spread over the years 2022 and 2023 and will plan the deployment of at least 10 RSU on the CeA network and 2 OBU in patrol vehicles.

These actions must enable the transmission of information to the user (more detail on the Annex 1 - Amendment 1 - GA Technical adjustment.docx).

For this request, please find attached to this letter the following administrative documents:

- *3-2-annex_iii.2-temp.formalam.multi-benef.revised-april2019 signé.pdf*
- *Avis_de_situation_20009433200018_16_02_2022, 06_24_13.pdf*
- *legent_public_fr InDiD signé.pdf*
- *Template_Application Form_PartB1 signé.pdf*
- *Template_GA-Commitment-letter signé.pdf*

2.3. The integration of Bordeaux Metropolis

Bordeaux Metropolis (Public establishment for cooperation of 28 municipalities) is home to 801,000 inhabitants (including 252,000 in the City of Bordeaux). The Bordeaux region has been committed for many years to global solutions in order to manage traffic and travel flows in the metropolis. Bordeaux was a precursor with the centralized traffic management systems (TMS) called GERTRUDE, one of the very first urban TMS, which is part of the category of Real Time Adaptive ITS. 677 (out of a total of 875) light intersections are operated in this centralized way. Bordeaux hosted the 22nd ITS World Congress in 2015 in Bordeaux. The congress has been a catalyst for regional ecosystem, and a starting point of several successive European projects (such as: C-the difference, C-Roads France), that led from learning about the challenge of upscaling C-ITS urban pilot to moving towards full-scale deployment.

Bordeaux C-ITS Pilot Site is now equipped with 47 Roadside Units (RSUs), including 11 test RSU on the Bordeaux Metropolis perimeter. In addition, the GLOSA has been expanded to completely cover the territory of Bordeaux Metropole on 583 centralised light intersections. The hybrid application “CoopITS” integrates now a package of more than thirty connected services for motorists.

In the Indid project, and in order to meet the commitment, new services would be integrate and deploy (more detail on the Annex 1 - Amendment 1 - GA Technical adjustment.docx).

All of the actions proposed by Bordeaux Métropole as part of its integration into the project are in line with the overall objectives set out in the Grant agreement (Art. 1.3).

For this request, please find attached to this letter the following administrative documents:

- *Avis_de_situation_SIRENE_BM_fev2022.pdf*
- *Form B1_BM_InDID.pdf*
- *Legal entity Form_BM_2022.pdf*
- *Lettre d'engagement_BM_InDID.pdf*
- *Mandat_BM_InDID.pdf*

2.4. Changes related to the A.3.1 - Mediterranean pilot site

2.4.1. The integration of the city of Aix-en-Provence

In order to secure its commitments on urban use cases, the Aix Marseille Metropolis (MAMP) wishes to rely on the city of Aix-en-provence. The city of Aix en Provence would take over part of the budget and actions carried out by MAMP.

So, the Metropolis of Aix-Marseille-Provence and the City of Aix-en-Provence have chosen to work together on the implementation of urban use cases to meet the requirements (more detail on the Annex 1 - Amendment 1 - GA Technical adjustment.docx).

In order to ensure the most integrated consistency possible, the design of the systems, the supply of equipment and their installation are handled by a single non-alloted market, carried by the Métropole d'Aix-Marseille-Provence. An agreement will be signed between the City of Aix-en-Provence and MAPM to provide the City with the equipment it will subsequently manage.

For this request, please find attached to this letter the following administrative documents:

- *Annex III.2_AIX_signé.pdf*
- *Avis_de_situation INSEE Mairie Aix en Provence.pdf*
- *GA-Commitment-letter_AIX_signé.pdf*
- *legEnt_public_en_AIX_v3_signé.pdf*
- *Template_Application Form_PartB1_AIX_signé.pdf*

2.4.2. Minor change regarding involvement of ESCOTA to the A.3.1 - Mediterranean pilot site

An error have been detected in the Grant Agreement. ESCOTA as an affiliated entity of ASFA, is involved in the A.3.1 - Mediterranean pilot site, since the beginning of the project but this does not appear in the GA. We would like to adjust the introductory paragraph presenting the pilot site in the GA accordingly.

2.5. The withdrawal of partner Transdev from the project

Transdev was impacted by the drop of the frequentation of public transport during the Covid period. This context had a direct impact on the Group's strategy and has led the company to significantly reduce their investments in R&D, particularly regarding C-ITS services. Transdev's participation was sustained during the first years of the project and a majority of the partner's budget was consumed. Transdev's withdrawal from the project will have no impact on the fulfillment of the commitments to the Grant Agreement. The finalization of the actions undertaken, mainly centered on activity 2, will be supported by the partners. A redistribution of the budget not consumed by Transdev is proposed in the financial annex attached to this letter.

For this request, please find attached to this letter the following administrative documents:

- *Transdev withdrawal notice signed 2022-04 – InDiD.pdf*

2.6. Cost retroactivity for incoming partners

To ensure a certain continuity in the project, and secure the realization of the commitments registered in the GA right on schedule concerning the urban use cases, that partners Aix-en-provence, Bordeaux Metropolis, the Strasbourg Eurometropolis and the European Collectivity of Alsace were mobilized as soon as it was possible. Regarding the city of Aix en Provence, negotiations were necessary to define the outlines of its intervention, but a significant investment had to be initiate from April 1, 2021.

For the other partners, the Steering committee of the project having validated their integration on January 17, 2022, and they volunteered to fully commit to the project from this date.

Also considering the fact that the coordinator was already involved in the formalization and processing of an administrative amendment (implying the impossibility of submitting a new request), we would like to confirm by this letter the possibility of :

- Retroactivity of eligible costs for the city of Aix-en-Provence from April 1, 2021

- Retroactivity of eligible costs for Bordeaux Metropolis, the Strasbourg Eurometropolis and the European Collectivity of Alsace from January 17, 2022.

3. Financial adjustments between partners

The operational constraints encountered during the project led some partners to revise their budgets upwards or downwards. To ensure transparent and realistic management of the project, we are requesting the integration of these modifications into the project's Grant Agreement. This adjustments have no impacts on commitments and global objectives detailed in the Grant Agreement.

Globally, in terms of major changes:

- Isere Department

- Activity 1 : Expenses for harmonization work on a European scale are covered by the MTES, which is bringing the use cases and specific contexts to local authorities (working group and physical meeting at European level)
- Activity 2: Less important need than planned concerning the involvement of the department in the drafting of the specifications, due to the strong investment of MTES in this field
- Activity 3 : Reduction of the scope of the demonstrator on the A3.4.2 site due to the departure of SMMAG and METRO (taken in charge by new partners)
- CEREMA
 - Activity 1 : More distancial meetings than expected
- IGN
 - Activity 3 : A more efficient solution than planned was found in the pilote site “A3.3.1 – Ile de France A6”
- URCA
 - Activity 2 : Reinforcement of the investment around security working groups
- UPHF
 - Activity 2 : Taking responsibility around the management of a working group in the sub-activity 2.6
- VEDECOM
 - Activity 2 : Transfer of responsibility of a working group in the sub-activity 2.6 to UPHF
 - Activity 3 : Opportunity to share test tracks with other projects
- City of Paris
 - Activity 3: The circuit defined on the site for the deployment turns out to be less expensive than the circuit initially planned
- ASFA
 - Activity 2 : a more important than planned implication (especially validation) was needed from the motorways operators in order to prepare the national deployment of Coopits, to be able to do the evaluations planned in InDiD
- MTE
 - Activity 2 :
 - a more important than planned implication (especially validation) was needed from the motorways operators in order to prepare the national deployment of Coopits, to be able to do the evaluations planned in InDiD
 - the Ministry has taken over some activities from other partners when necessary to ensure the achievement results of InDiD

All the modifications requested are in the “Annex 2 - Amendment 1- Financial repartition tables”.

Marie-Christine Esposito
Point of contact for the InDiD project