Traffic Management Plan

- from Fax to APP -

Ulrich Zorin,M.Sc., Management Director DARS, Slovenia

2006 - 2009

1 Organisations Involved

Organisations responsible for carrying out the project			
Member State	**Organisation name**		**Role in project**
SLO		Ministry of Transport of the Republic of Slovenia (SLOMOT)	Project Coordinator Responsible public authority for the Slovenia participation to the project
IT		Ministero delle Infrastrutture e dei Trasporti (ITMIT)	Responsible public authority for the Italian participation to the project
SLO	DARS	Družba za avtoceste v Republiki Sloveniji d.d., DARS d.d. (DARS)	Partner National Road Agency Operator that manages the motorway stretch Gorizia – Postojna and the TCC in Kozina *(1)*
IT	autostrade per l'italia	Autostrade per l'Italia S.p.A. (ASPI)	Partner TERN Motorway Operator involved in the proposal as technology provider *(2)*
IT	AUTOVIE VENETE	Autovie Venete S.p.A. (AV)	Partner TERN Motorway Operator that manages the motorway stretch Palmanova – Gorizia and the TCC in Palmanova *(3)*
SLO	trafficdesign	Traffic Design LTD (TD)	Project manager Technological experts *(4)*
IT	POLITECNICO MILANO	Politecnico di Milano - Dipartimento IN.D.A.CO. (POLIMI)	Partner Expert in evaluation of ITS services and projects *(5)*
IT	Mizar Mediaservice	Mizar Mediaservice S.p.A. (MMS)	Regional Coordinator Technological experts *(6)*

Proposal Name:

PROMET

PROject for the **M**anagement of

European **T**raffic

ANNEX VI - OVERVIEW OF THE PROMET PROPOSAL

Co-financed by the Trans European Transport Network

PROMET DELIVERABLE 6.6

PROMET Final report

Version 0.1

15.1.2009

2009

- Fax forms in use

+

- No main control center in Slovenia

+

- Difficult communication between countries

+

- Uncoordinated communication between ministries, concessionaires (maintenance, management, directors,...), state police,.....

= traffic jams on motorways

Strategieauswahl für Störungen in Österreich
Einschätzung und Prognose der Störung → Vergleich der Schwellwerte

Ort der Störung	Art der Störung	Schwellwert	Umleitung via TK-Korridor (A10) am Entscheidungspunkt	**Strategie**	Aktivierung	Deaktivierung
 ☐ **A10: Ast Selzthal → Kn St. Michael** *Entfernung von Kn Voralpenkreuz 69 – 133 km* ☐ **Fahrtrichtung Süden**	☐ **geplante Totalsperre (TS)** **Uhrzeit Beginn TS:** _____:_____ **erwartete Dauer TS:** _____ **Std.**	☐ Dauer TS ≥ 2 Std.	Kn Voralpenkreuz	**P-2-S** *Seite 11*	30 min vor Beginn TS	30 min nach Ende TS oder wenn Alternativroute FR Süden P-2-S: LOS „zähfließend" oder „Stau"
	☐ **ungeplante Totalsperre (TS)** **Uhrzeit Beginn TS:** _____:_____ **erwartete Dauer TS:** _____ **Std.**	☐ Dauer TS ≥ 2 Std.	Kn Voralpenkreuz	**P-2-S** *Seite 11*	Beginn TS	30 min nach Ende TS oder wenn Alternativroute FR Süden P-2-S: LOS „zähfließend" oder „Stau"
	☐ **max. zu erwartender Rückstau (RS)** **Uhrzeit Beginn RS:** _____:_____ **Länge in km:** _____	☐ RS ≥ 10 km	Kn Voralpenkreuz	**P-2-S** *Seite 11*	RS über 10 km	RS sinkt unter 8 km oder wenn Alternativroute FR Süden P-2-S: LOS „zähfließend" oder „Stau"

TMP
A-H-HR-I-SLO

Hungary, Magyar Közút Nzrt.
MAIN TMC: Budapest
E-MAIL: utinform@kozut.hu
TEL: +36 1 8199194
FAX: +36 1 3151545

Valid from: 31.7.2016 9.30
Predicted end: date hour

Next info expected: date hour
Important note: delays 60-120 min due to border control, estimated traffic congestion length 3-4 km

Motorway section: H H, Budapest -> A, Hegyeshalom/Nickelsdorf
Location note: near Hegyeshalom

TMP
A- H - HR - I - SLO

S.p.A. Autovie Venete - Centro Radio Informativo - Palmanova
e-mail: centroradio@autovie.it
TEL: +39 0432 925 345/513
FAX: +39 0432 920 677

VALID FROM: date 10/01/2017 hour 08.00
PREDICTED END: date hour

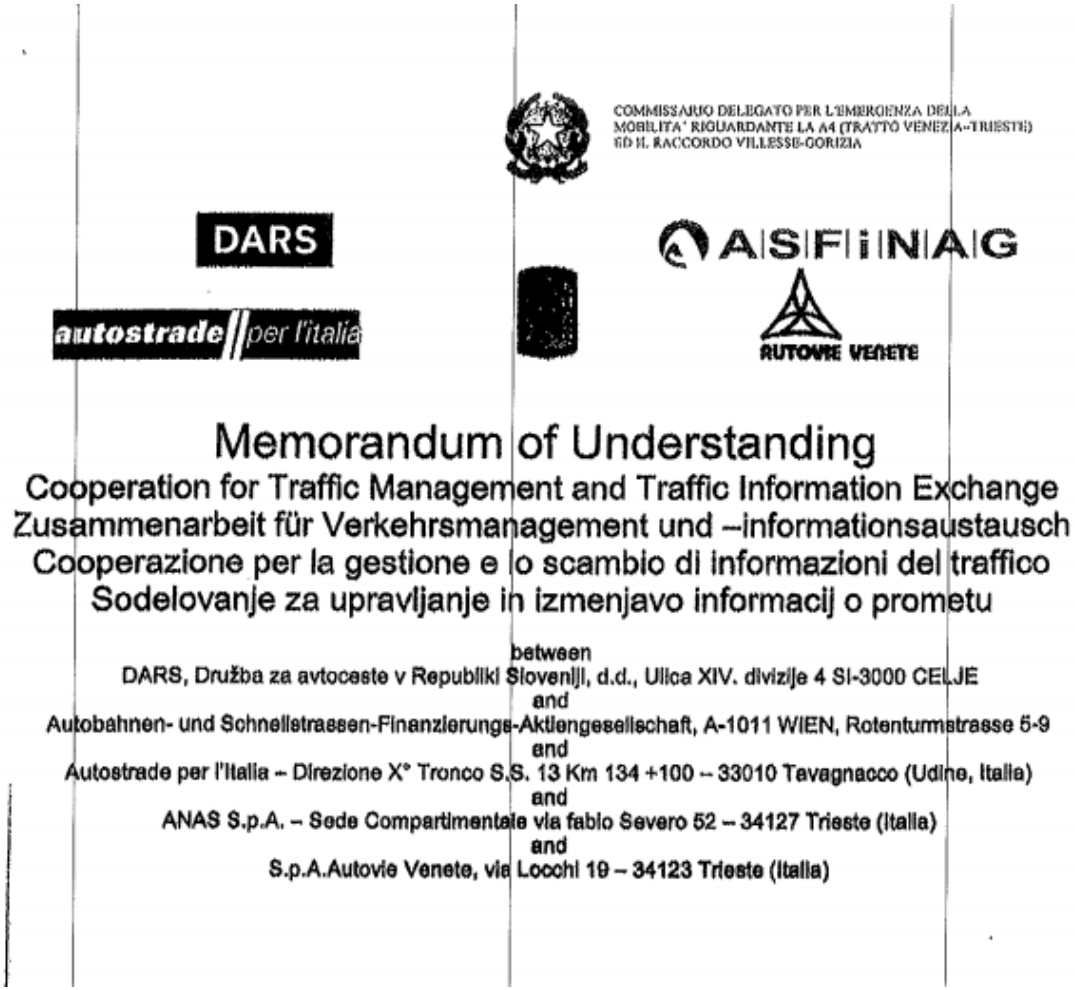
t

LOCATION A4 VENEZIA-TRIESTE

INFORMATION END OF SNOW EXPECTED BETWEEN VENEZIA AND PORTOGRUARO

allega e invia

2009



COMMISSARIO DELEGATO PER L'EMERGENZA DELLA MOBILITA' RIGUARDANTE LA A4 (TRATTO VENEZIA-TRIESTE) ED IL RACCORDO VILLESSE-GORIZIA

DARS

autostrade per l'italia

ASFINAG

AUTOVIE VENETE

Memorandum of Understanding

Cooperation for Traffic Management and Traffic Information Exchange
Zusammenarbeit für Verkehrsmanagement und –informationsaustausch
Cooperazione per la gestione e lo scambio di informazioni del traffico
Sodelovanje za upravljanje in izmenjavo informacij o prometu

between

DARS, Družba za avtoceste v Republiki Sloveniji, d.d., Ulica XIV. divizije 4 SI-3000 CELJE

and

Autobahnen- und Schnellstrassen-Finanzierungs-Aktiengesellschaft, A-1011 WIEN, Rotenturmstrasse 5-9

and

Autostrade per l'Italia – Direzione X° Tronco S.S. 13 Km 134 +100 – 33010 Tavagnacco (Udine, Italia)

and

ANAS S.p.A. – Sede Compartimentale via fabio Severo 52 – 34127 Trieste (Italia)

and

S.p.A.Autovie Venete, via Locchi 19 – 34123 Trieste (Italia)

2014

Memorandum of Understanding
Cooperation for Traffic Management and Traffic Information Exchange
Zusammenarbeit für Verkehrsmanagement und –informationsaustausch
Suradnja za upravljanje prometom i razmjenu prometnih informacija
Együttműködés a forgalomirányításban és a forgalmi információk cseréjében
Cooperazione per la gestione e lo scambio di informazioni del traffico
Sodelovanje za upravljanje in izmenjavo informacij o prometu

between
ASFINAG Service GmbH, Traunuferstrasse 9, A-4052 Ansfelden,
im Vollmachtsnamen der
Autobahnen- und Schnellstrassen-Finanzierungs-Aktiengesellschaft, A-1011 WIEN, Rotenturmstrasse 5-9
and
Hrvatske autoceste d.o.o., Širolina 4, 10000 Zagreb
and
Autocesta Rijeka-Zagreb d.d., Širolina 4, 10000 Zagreb
and
Bina-Istra d.d., Zrinšćak 57, 52426 Lupoglav
and
Autocesta Zagreb-Macelj d.o.o., Velika Ves 116/a, Lepajci, 49000 Krapina
and
Magyar Közút Nonprofit Zártkörűen Működő Részvénytársaság, H-1024 Budapest, Fényes Elek utca 7-13. (Magyarország)
and
S.p.A.Autovie Venete, via Locchi 19 – 34123 Trieste (Italia)
and
ANAS S.p.A. Compartimento della Viabilità per il Friuli - Venezia Giulia (Italia)
and
DARS, Družba za avtoceste v Republiki Sloveniji, d.d., Ulica XIV. divizije 4 SI-3000 CELJE

Traffic Management Services

TRAFFIC MANAGEMENT PLAN FOR CORRIDORS AND NETWORKS

Deployment Guideline

TMS-DG07 | VERSION 02-02-00 | DECEMBER 2015

The Deployment Guidelines have been developed in EasyWay, EIP and EIP+
Co-financed by the European Union
Trans-European Transport Network (TEN-T)

www.its-platform.eu

PLAN UPRAVLJANJA MEDNARODNEGA PROMETNEGA TOKA ŠENTILJ – GRUŠKOVJE

DARS

Verzija 1.0

10.6.2016

INTERNO

DARS

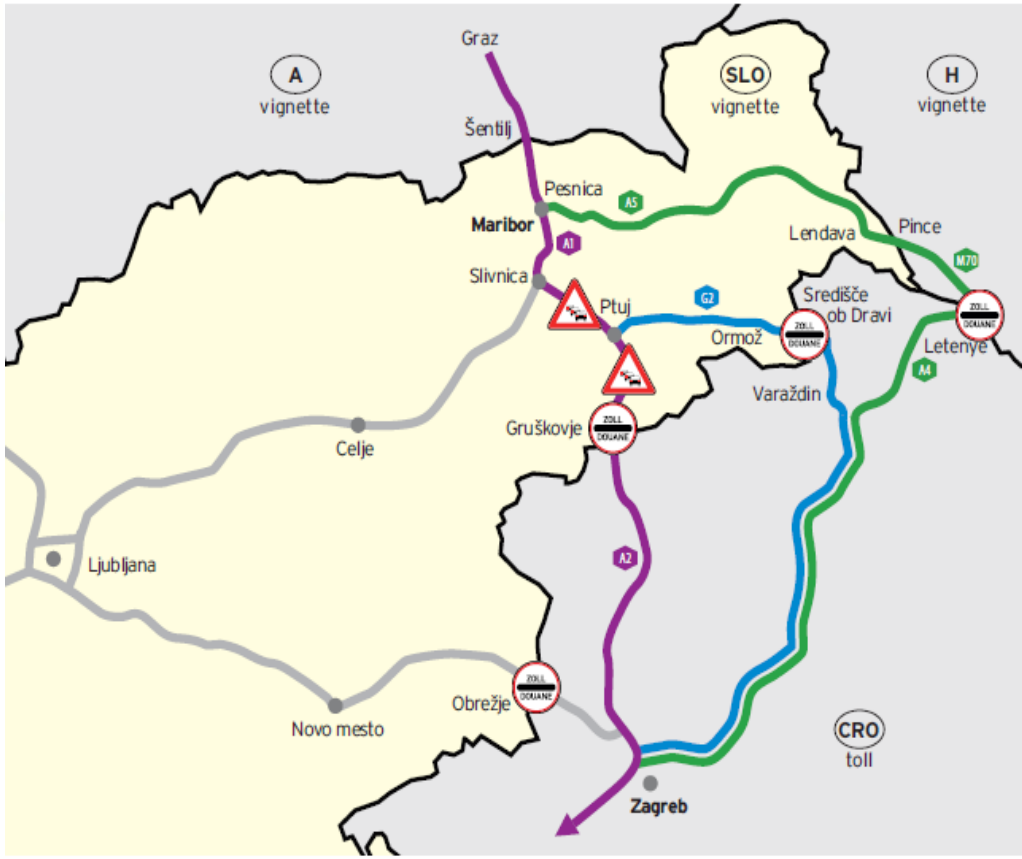
Avoid traffic congestion Maribor–Zagreb

Dear drivers.

If you are travelling to Zagreb (CRO), in case of traffic congestion on the route Maribor (SLO)–Zagreb (CRO), please follow the temporary traffic signals (toll station Pesnica). Potential alternative route: Šentilj–Pesnica –Lendava–Pince–Letenye (H)–Zagreb (CRO).

The mentioned alternative route is marked in green on the map below.

Thank you for your understanding.



Application for International Traffic Management Plans

2020

CHALLENGES:

- **A lot of international heavy goods vehicles** (about 6.500 per day) from East to the West europe via Slovenian motorways
- 4 neighboring countries – **4 different kind of traffic management in different languages**
- **No special parking spaces**
- More than **1800 heavy goods vehicles parked on motorways in winter** time (dangerous) + more than **10 hours = about 430.000,00 EUR of economic damage for the transport company**

SOLUTION:

- **UNIFORM TRAFFIC MANAGEMENT** plans for all motorway links between states
- **ONE COORDINATION** (Slovenia)
- **UNIFIED APPLICATION FOR CONTROL CENTRES AND EQUAL GUIDELINES FOR TRAFFIC MANAGERS**

OBJECTIVES ACHIEVED:

- **Quick international coordination between traffic control centres**
- **Frequency flow of freight vehicles, especially in winter**
- **Positive impact on the economy, traffic safety and traffic flow**

TMP APP
elements to be incorporated

- Choosing the corridor
- Possible reroutings
- Costs and thresholds calculation
- Defining the type of events

Important

- Communication protocols

Translation to app

3.2 TRAFFIC MANAGEMENT STRATEGY: RW-1-N, RW-2-N

ROUTE:

1.) Rijeka–Kozina–Ljubljana–Maribor–Graz–Vienna:

Detour RW-1-N: 5 h 00 min, 505 km

Decision point: Rijeka

DIFFERENCE with the fastest route: +15 min, +5 km (driving time for

2.) Rijeka–Kozina–Ljubljana–Villach–Graz–Vienna:

Detour RW-2-N: 5 h 45 min, 565 km

Decision point: Rijeka

DIFFERENCE with the fastest route: +1 h, +65 km (driving time for a

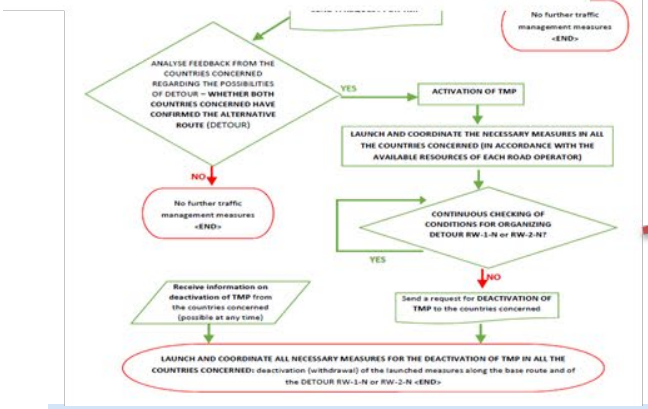
(Rijeka–Zagreb–Maribor–Graz–Vienna: the fastest route: 4 h 45 min, 500

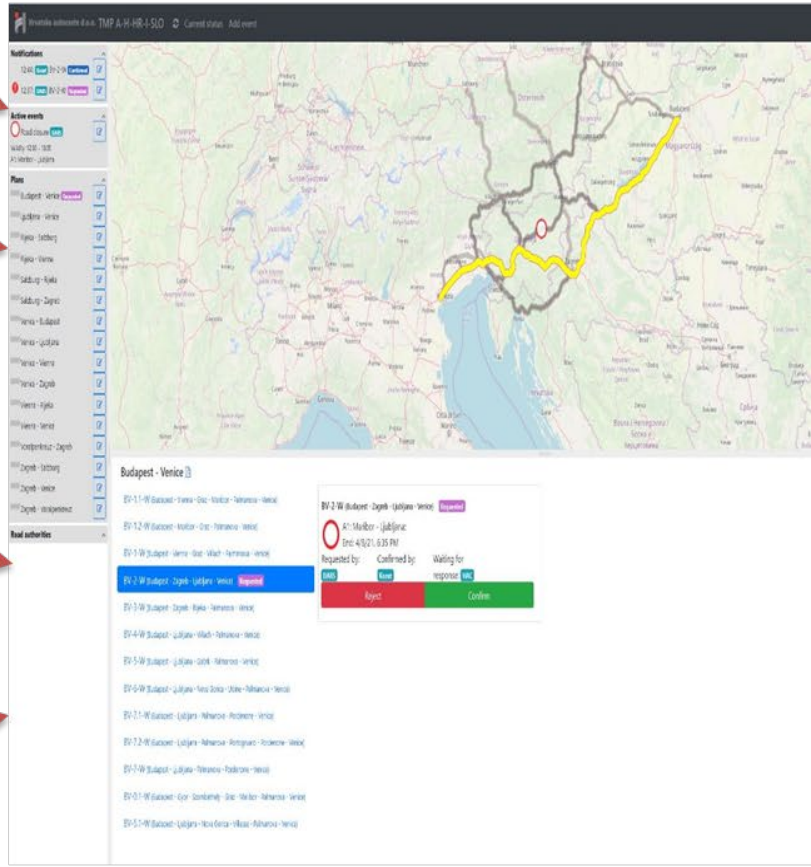
RW-1-N	Passenger cars	Commercial vehicles
Fuel costs	42,93 €	212,10 €
Toll costs	26,34 €	251,55 €
Labour costs	0,00 €	126,25 €
TOTAL COSTS (EUR):	**69,26 €**	**589,90 €**

RW-2-N	Passenger cars	Commercial vehicles
Fuel costs	48,03 €	237,30 €
Toll costs	26,34 €	281,45 €
Labour costs	0,00 €	141,25 €
TOTAL COSTS (EUR):	**74,36 €**	**660,00 €**

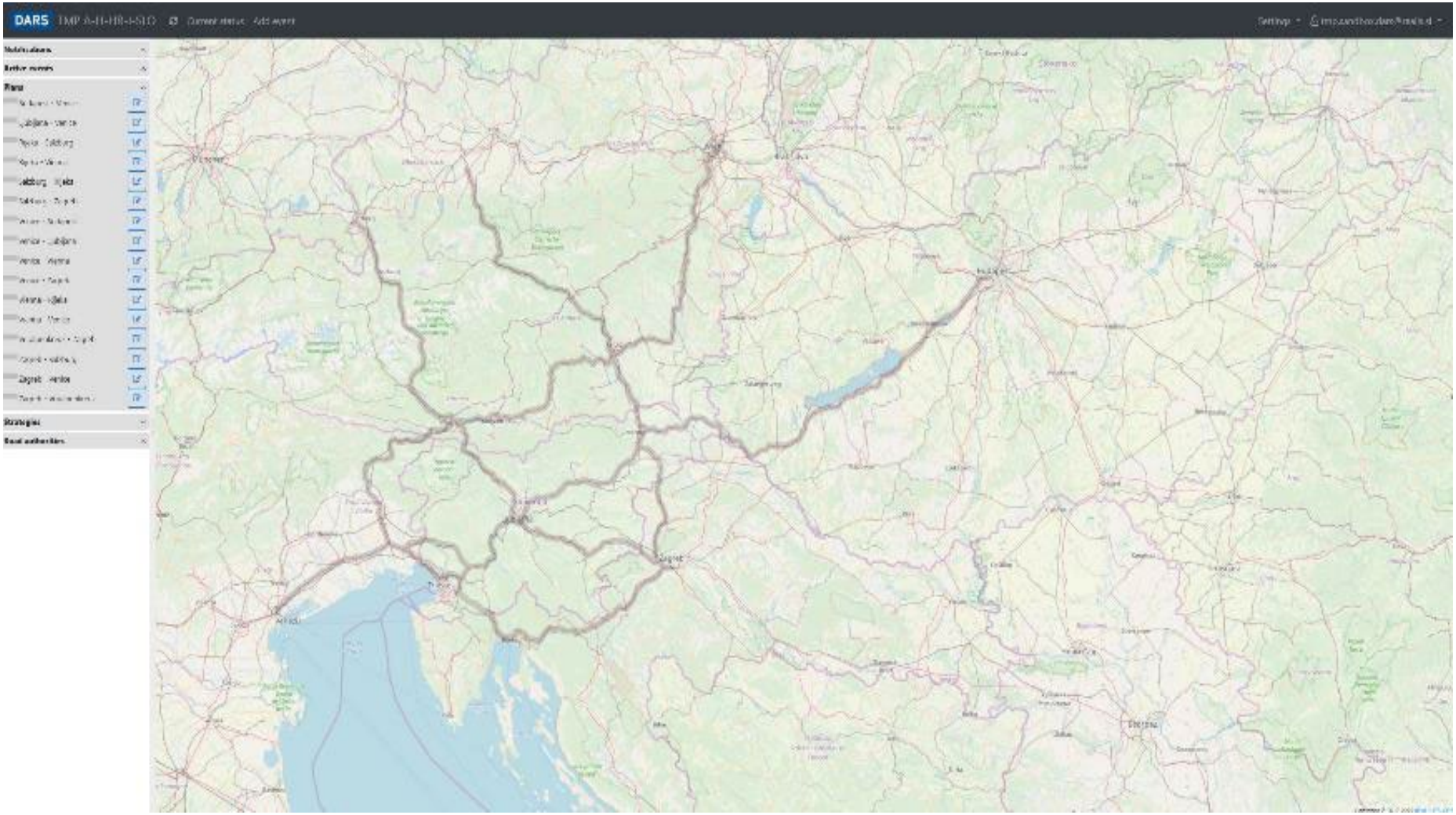
Figure 9: Display of detours in case of an extraordinary event between Rijeka and Zagreb

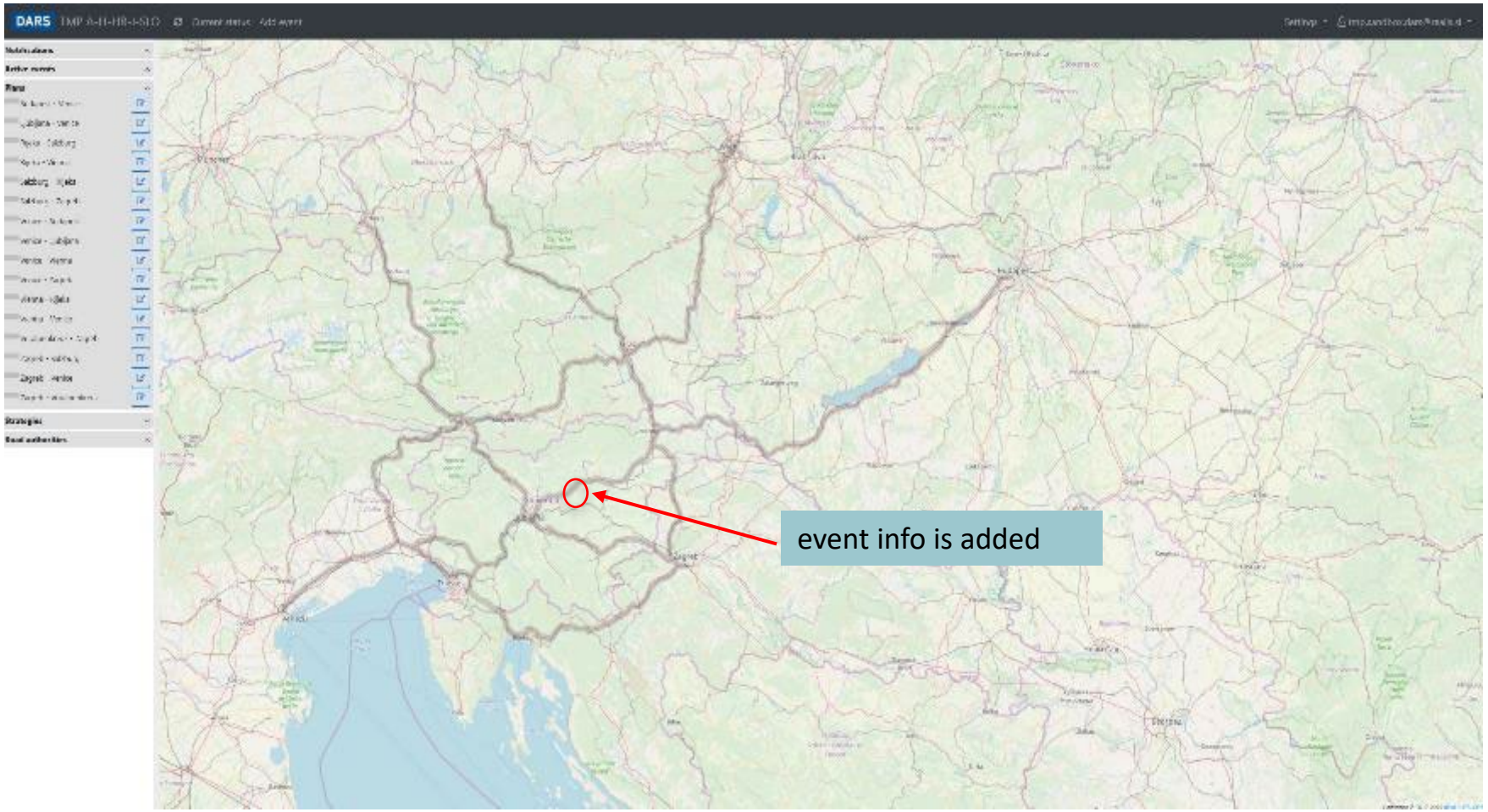
Detour strategy in case of an extraordinary event Section: Rijeka–Zagreb–Maribor–Graz–Vienna						
	Event type	Limit value	Decision point	Detour strategy	Activation	Deactivation
Subsection: Rijeka–Zagreb	Planned full closure (FC)	Duration of FC ≥ 1 h 00 min	Rijeka	RW-1-N RW-2-N	Start of FC	End of FC
	Unplanned full closure (FC)	Duration of FC ≥ 1 h 00 min	Rijeka	RW-1-N RW-2-N	Start of FC	End of FC
Distance from the Rijeka exit: 0–150 km	Ban for commercial vehicles (BCV > 7,5 t)	Duration of BCV ≥ 1 h 00 min	Rijeka	RW-1-N RW-2-N	Start of BCV	End of BCV
	Congestion / traffic jam	Length ≥ 8 km	Rijeka	RW-1-N RW-2-N	Length ≥ 8 km	Length ≤ 5 km

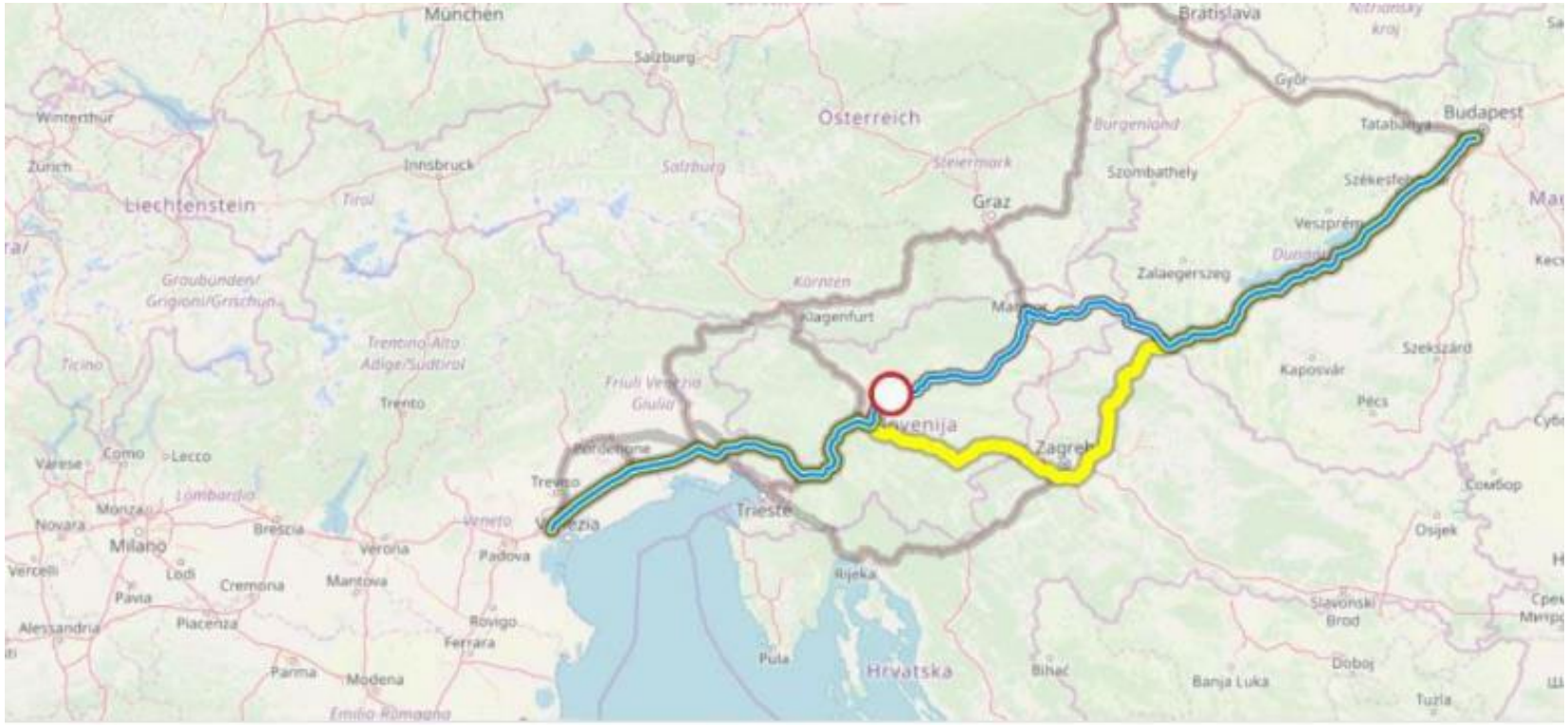




TMP APP
How it works




DARS
event info is added



Budimpešta - Benetke

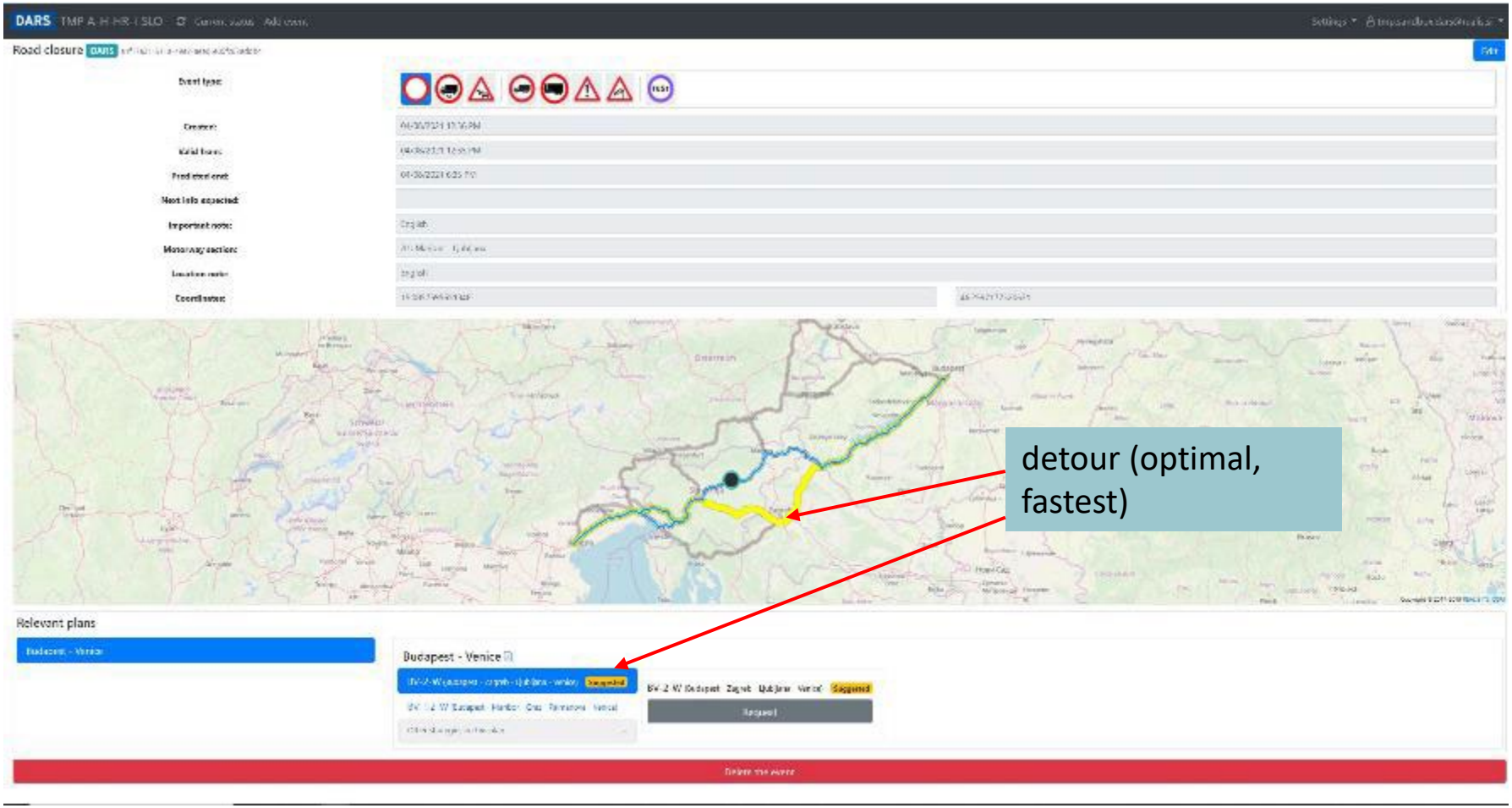
BV-2-W (Budimpešta - Zagreb - Ljubljana - Benetke) Predlagano

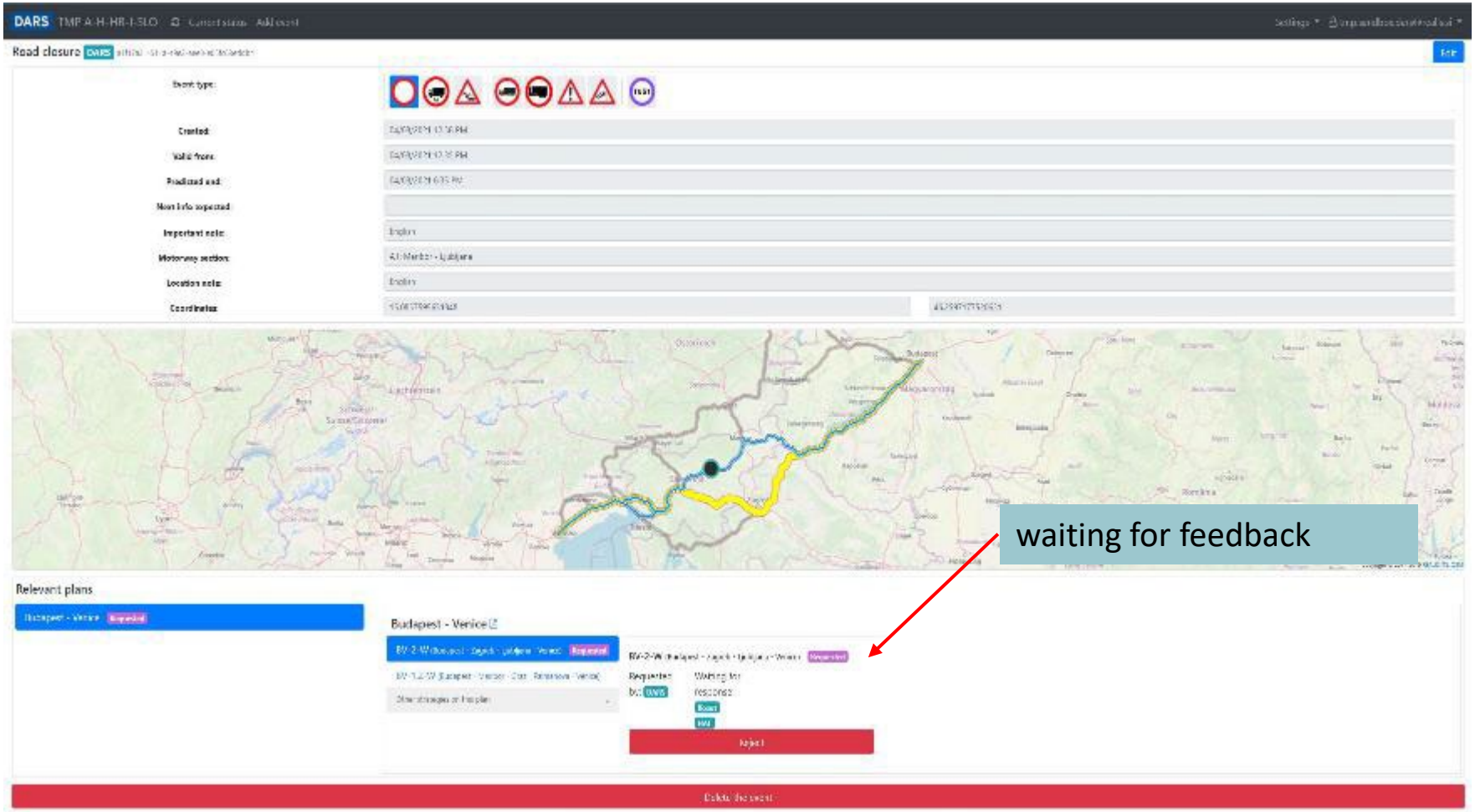
BV-1.2-W (Budimpešta - Maribor - Gradec - Palmanova - Benetke)

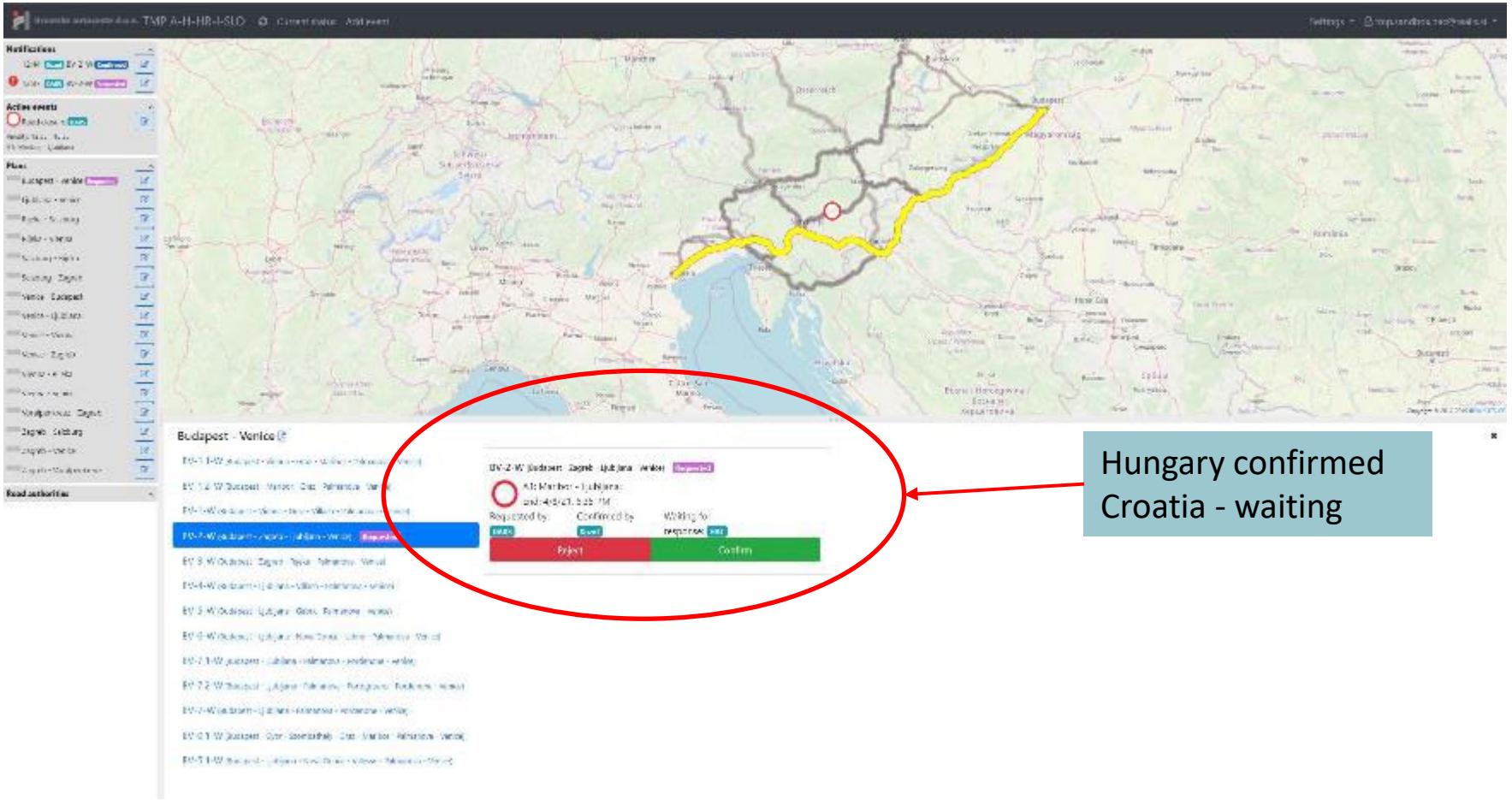
Ostale strategije na tem planu

BV-2-W (Budimpešta - Zagreb - Ljubljana - Benetke) Predlagano

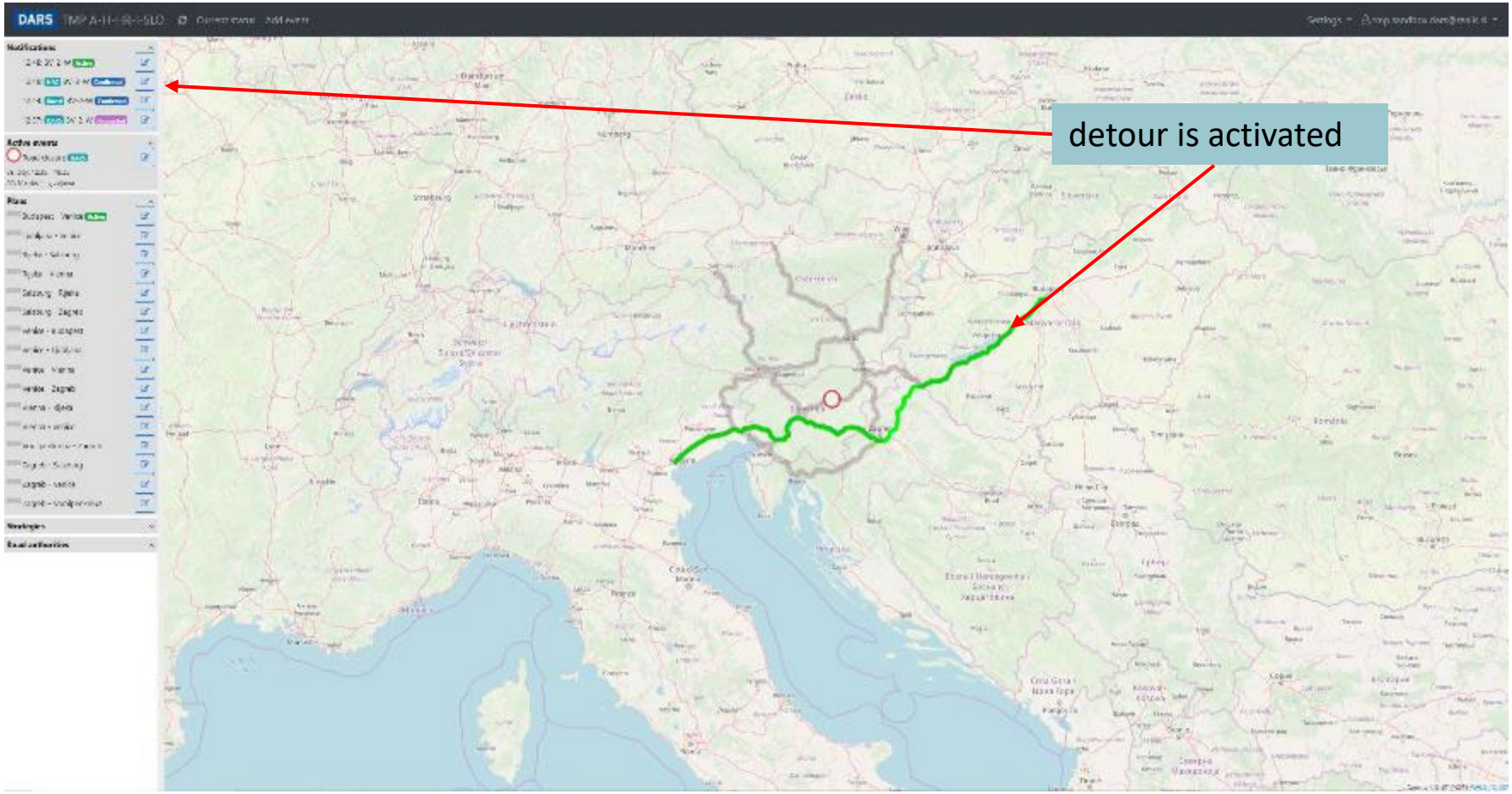
Zaprosi


DARS
Road closure
Event type:
Relevant plans
Budapest - Venice
detour (optimal, fastest)


DARS
Road closure
Event type:
Created:
Valid from:
Predicted end:
Next info expected:
Important note:
Motorway section:
Location note:
Coordinates:
Relevant plans
Budapest - Venice
Requester:
Waiting for
feedback
Reject
Delete the event
waiting for feedback



Hungary confirmed
Croatia - waiting


DARS
detour is activated

BENEFITS

- Quick international coordination between main traffioc control centres
- Unobstructed traffic flow of trucks, especially in the winter time
- Unobstructed traffic flow in the summer time
- Positive impact on the economy & traffci safety & environment