

**EasyWay**



Annual Forum 2010



# Shortcut to the future.

Lisbon • November 16<sup>th</sup>-18<sup>th</sup>



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Traffic management plan between  
Germany (Bavaria), Austria and Italy –  
preparation, operation, conclusion

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## Content

1. Traffic Management Plan (TMP) Brenner/Tauern: location and characteristics
2. TMP situation until July 2010
3. Changing conditions in 2010 (update in direction south)
4. Lessons learnt - Perspectives

## TMP Brenner/Tauern: Location

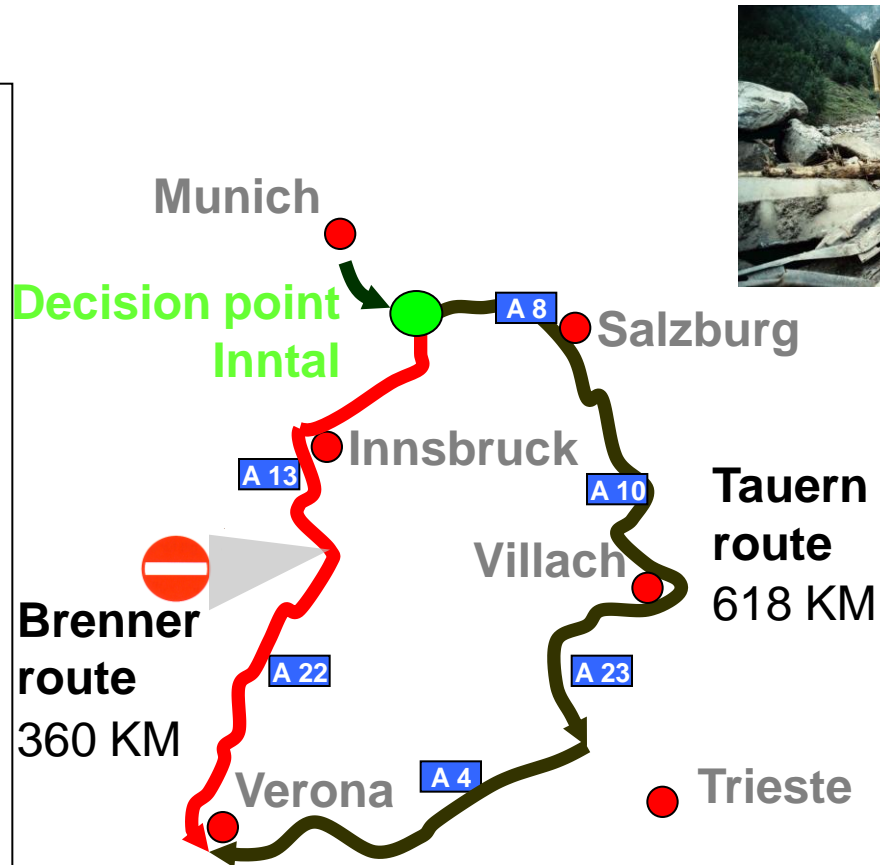
Brenner / Tauern route characteristics:

- **3 countries**
- **7 motorway operators**
- **Limited opportunities for re-routing**
- **Significant seasonal traffic peaks**
- **Transit traffic**



## TMP Brenner: Previous situation direction south

- In case of **extraordinary incidents** alternative route strategies on **Brenner route** (not Tauern)
- **Fax forms** used for strategy activation resp. deactivation
- Information provision to road users via **TMC, radio announcements** and **mobile folding panels** (in Bavaria)
- e.g. mudslide in 4. September 2009)



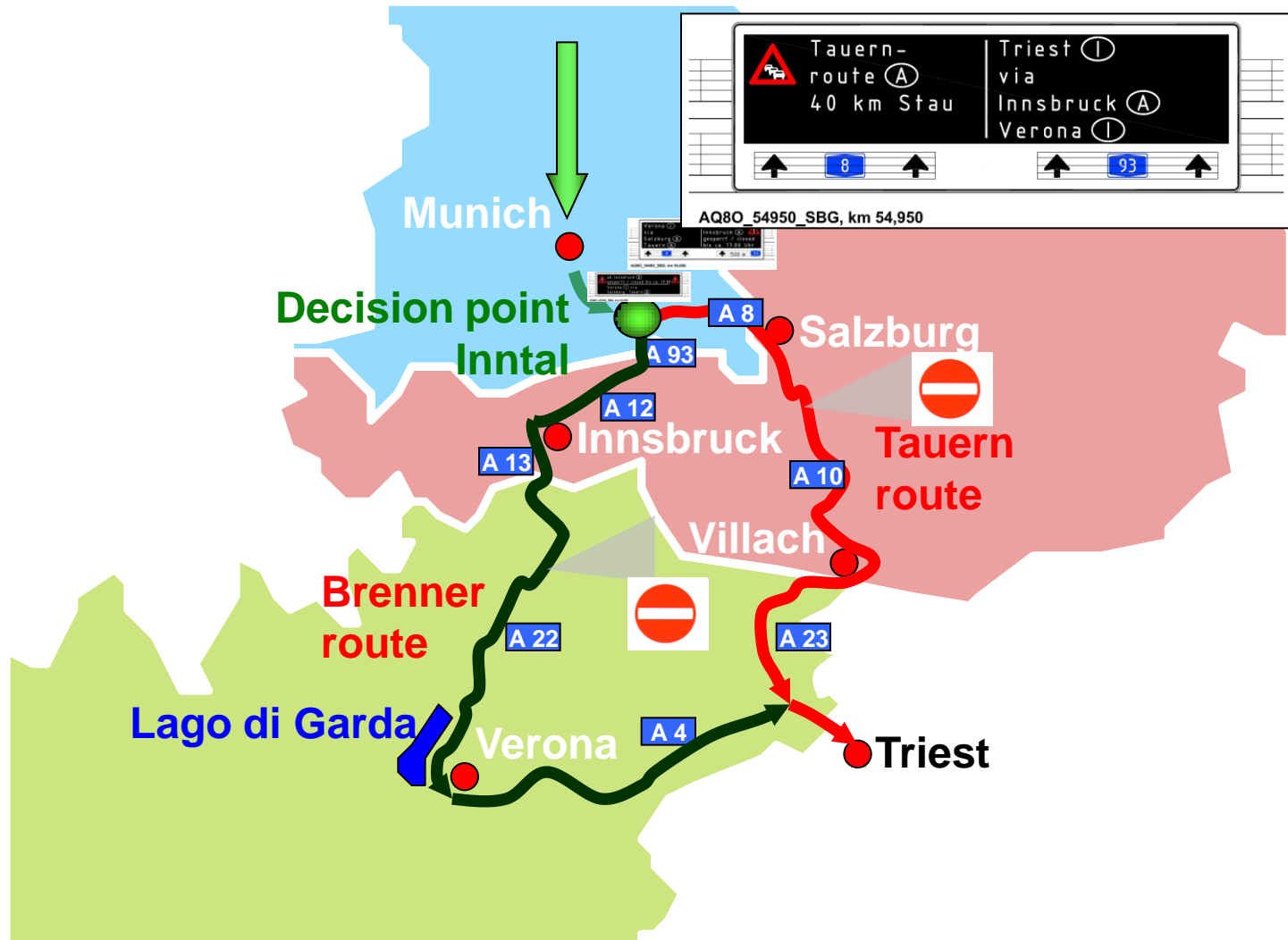
## TMP Brenner/Tauern: changing conditions direction south

- **3 new** permanently installed **dWiSta panels** at Inntal interchange (direction south)

- Panels offer **4 lines free text** and space for **pictograms**



**More flexibility in terms of information provision**





## TMP Brenner/Tauern: comparison

### Situation UNTIL July 2010 (both direction)

- **development in 2004 - 2008**
- **1 strategy** for Brenner route (none for Tauern)
- Strategy based on
  - **Information with alternative route recommendation**
- Threshold values for strategy activation/deactivation based on **measurable „cost-benefit“** analysis
- **1 activation in 2.5 years**

### Situation SINCE July 2010 (direction south)

- **update in 4 month**
- **118 strategies** for **Brenner and Tauern route**
- Strategies based on
  - **Traffic relevant information without alternative route recommendation** (e.g. HGV driving ban, snow chain obligation, incidents etc.)
  - **Information with alternative route recommendation** and
- Threshold values for strategy activation/deactivation less based on **measurable „cost-benefit“ analysis** but more on **service idea** (hardly measurable)
- **7 activations within 3 months**



## TMP Brenner/Tauern: strategies

### Strategy definition

Example: **D-BS-IU-2-3**

**D** = **D**eutschland (Germany)  
(Country in which the criticality took place)

**BS** = **B**renner route,  
**S**outhbound

**IU** = **I**nformation und  
**U**mlenkempfehlung  
(Information and re-  
routing  
recommendation)

**2-3** = event **2** – display  
proposal **3**

Strategie	variabler Text 1	variabler Text 2
<u>Störung in Deutschland / Brennerroute:</u>		
D - BS - I - 1 - 1	Inntal	Stau - Unfall Stau - Baustelle Stau
D - BS - I - 1 - 2	(57) Reischenhart	Stau - Unfall Stau - Baustelle Stau
D - BS - I - 1 - 3	(58) Brannenburg	Stau - Unfall Stau - Baustelle Stau
D - BS - I - 1 - 4	(59) Oberaudorf	Stau - Unfall Stau - Baustelle Stau
D - BS - I - 1 - 5	(60) Kiefersfelden	Stau - Unfall Stau - Baustelle Stau
D - BS - I - 2 - 1	Inntal	Uhrzeit
D - BS - I - 2 - 2	(57) Reischenhart	Uhrzeit
D - BS - I - 2 - 3	(58) Brannenburg	Uhrzeit
D - BS - I - 2 - 4	(59) Oberaudorf	Uhrzeit
D - BS - I - 2 - 5	(60) Kiefersfelden	Uhrzeit
D - BS - I - 3 - 1	Inntal	
D - BS - I - 3 - 2	(57) Reischenhart	
D - BS - I - 3 - 3	(58) Brannenburg	
D - BS - I - 3 - 4	(59) Oberaudorf	
D - BS - I - 3 - 5	(60) Kiefersfelden	
D - BS - IU - 1 - 1	Inntal bis Kiefersfelden	Stau - Unfall Stau - Baustelle Stau
D - BS - IU - 2 - 1	Inntal	Uhrzeit
D - BS - IU - 2 - 2	(57) Reischenhart	Uhrzeit
D - BS - IU - 2 - 3	(58) Brannenburg	Uhrzeit
D - BS - IU - 2 - 4	(59) Oberaudorf	Uhrzeit
D - BS - IU - 2 - 5	(60) Kiefersfelden	Uhrzeit

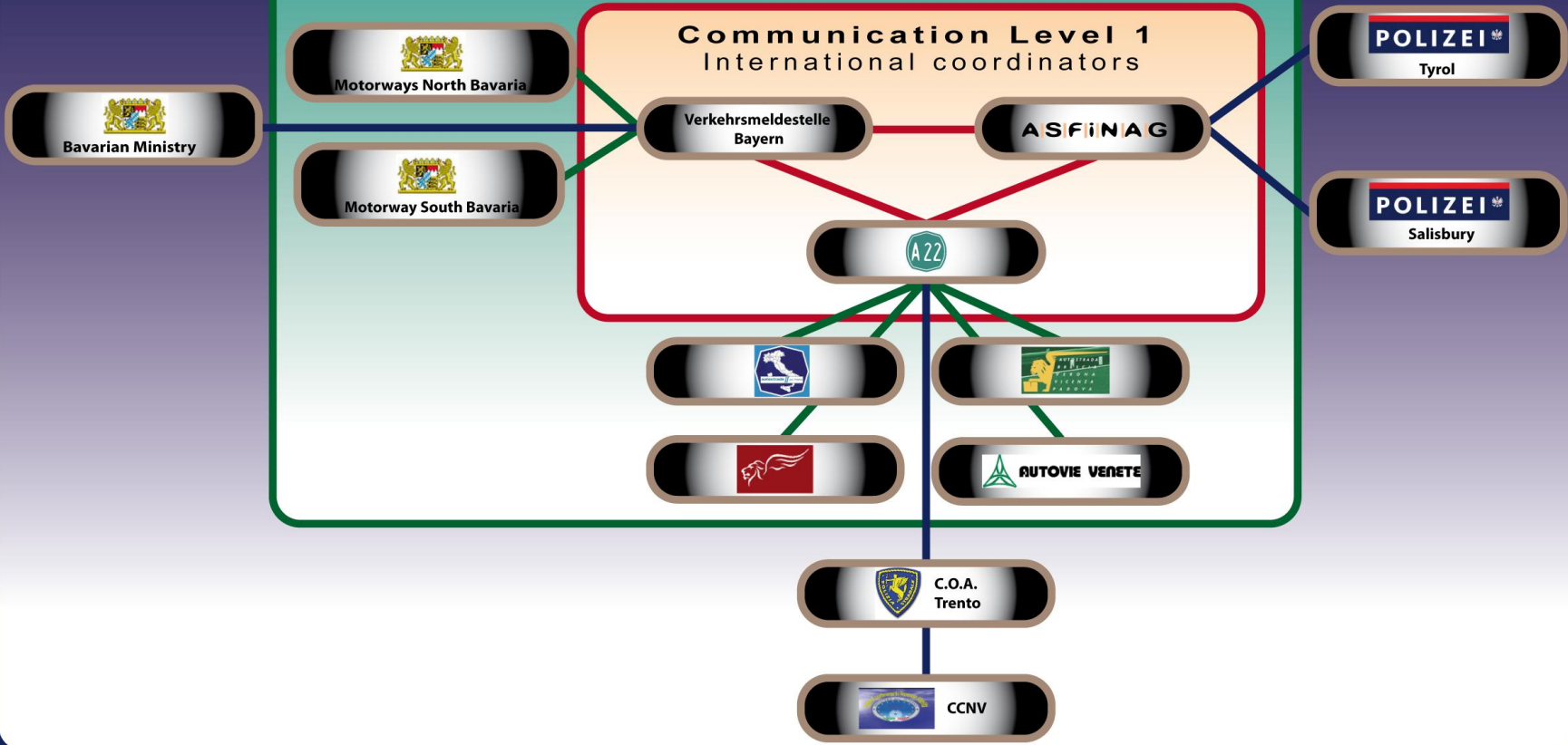


## TMP Brenner/Tauern: communication

**Communication Level 3**  
National institutions

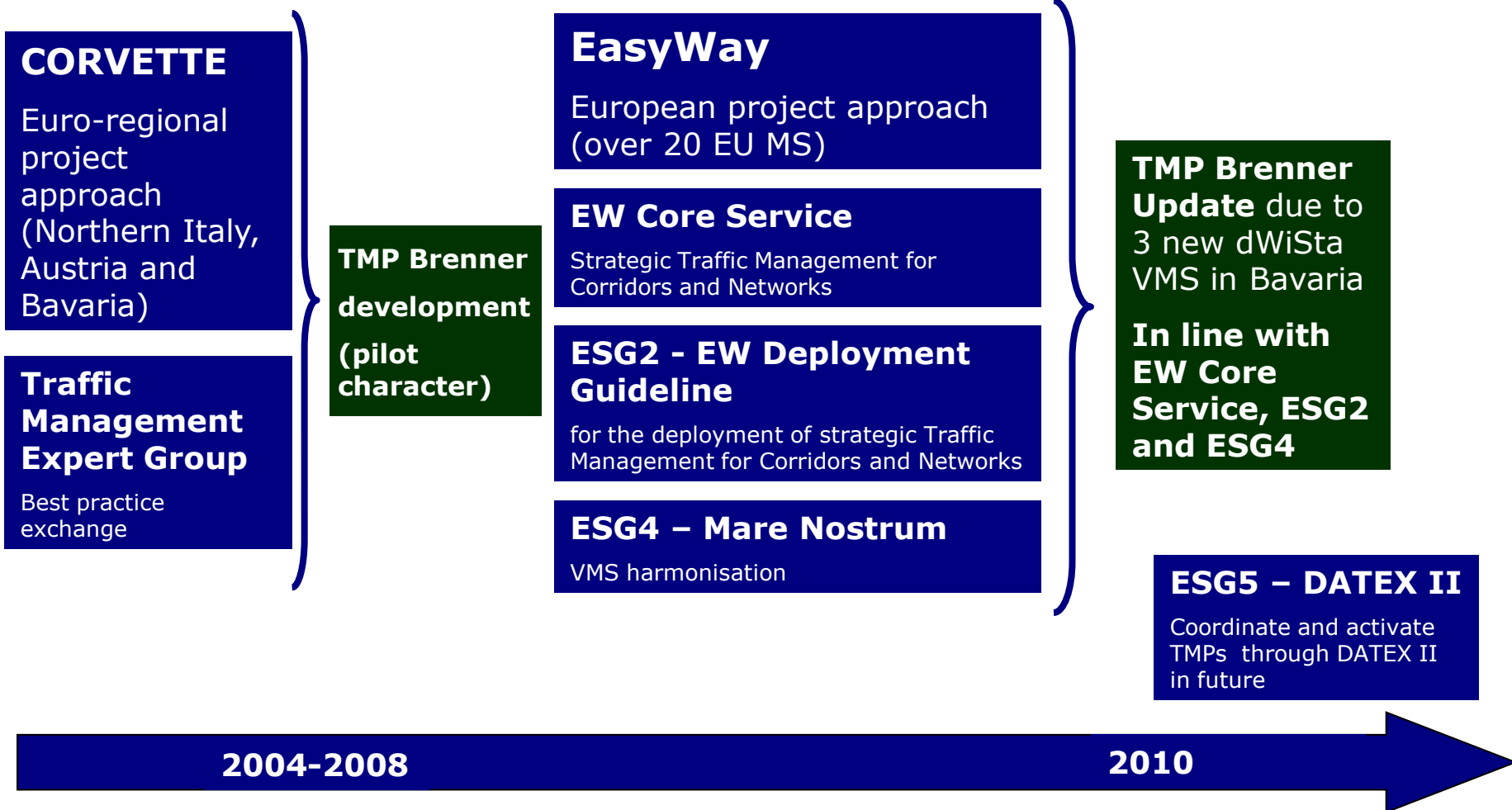
**Communication Level 2**  
National operators

**Communication Level 1**  
International coordinators





## TMP Brenner/Tauern development: from regional pilot to harmonised and structured european approach





## TMP Brenner/Tauern: lessons learnt

### **International traffic management plans are very complex in defining:**

- Clear communication guidelines (contact points, media to be used, response time)
- Harmonised strategies for information with and without rerouting recommendations
- Practicable threshold values for strategy activation resp. deactivation
- Content to be shown on VMS (text and pictograms; to be understandable internationally)
- Internal national TMP coordination processes (police, TCC, TIC)



## TMP Brenner/Tauern: perspectives

**After one year of TMP operation the international partners will evaluate and exchange their experiences. This might lead to:**

- Adaptations of threshold values (for strategy activation/deactivation)
- The need for more automatism (e.g. replace fax forms with appropriate automatic information exchange mechanism; e.g. DATEX II)
- The integration of new international strategies
- The integration of new partners with the aim to improve the information provision to road users (e.g. private service providers like radio stations, TICs etc.)
- Strategy harmonisation with navigation device/software manufacturers



**Thank you for your attention!**

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