

**EasyWay**



Annual Forum 2010

**Shortcut to the future.**  
Lisbon • November 16<sup>th</sup>-18<sup>th</sup>



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# Implementation of DATEX II in Spain

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## Background

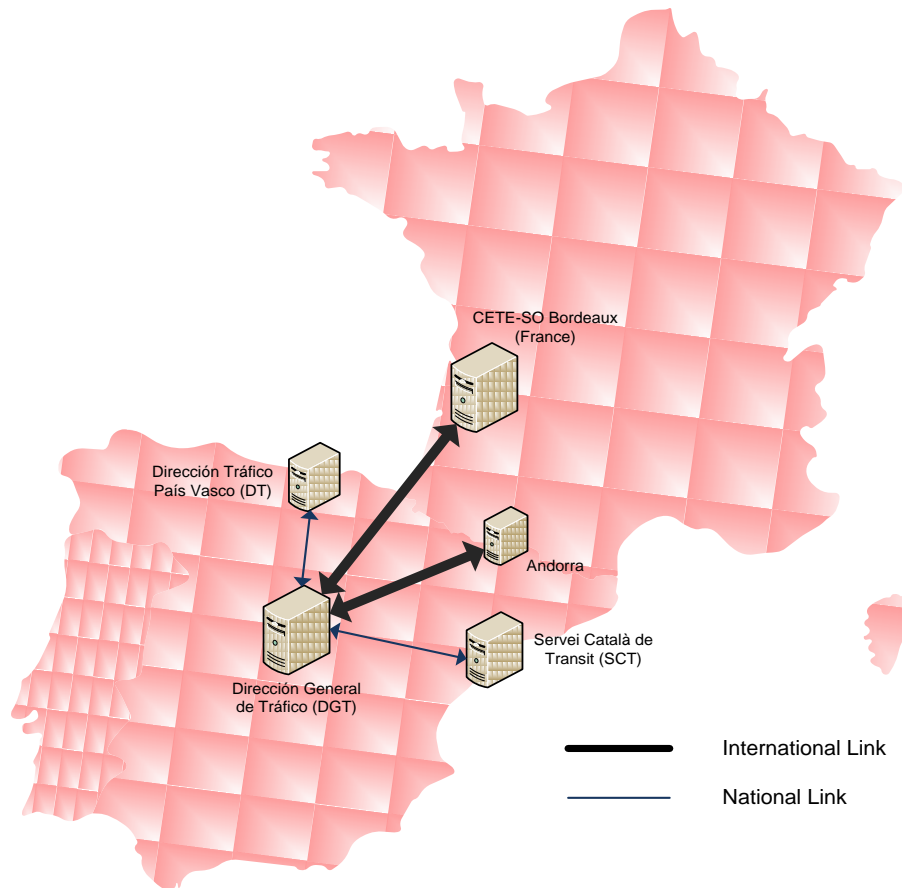
- **Past:** Spain is member of the DATEX I network since the end of nineties.
- **Present:** DATEX I to DATEX II migration is being performed.
- **Future:** Advances and benefits are expected implementing DATEX II:
  - **Growth** of DATEX network (external and internal links).
  - Enhanced **quality** of information exchanged.
  - Improved **security and reliability** of links.
  - Opening of **new possibilities**: new location systems, measures, customized publications, etc..





# Migrating DATEX I to DATEX II

## Current situation (DATEX I)



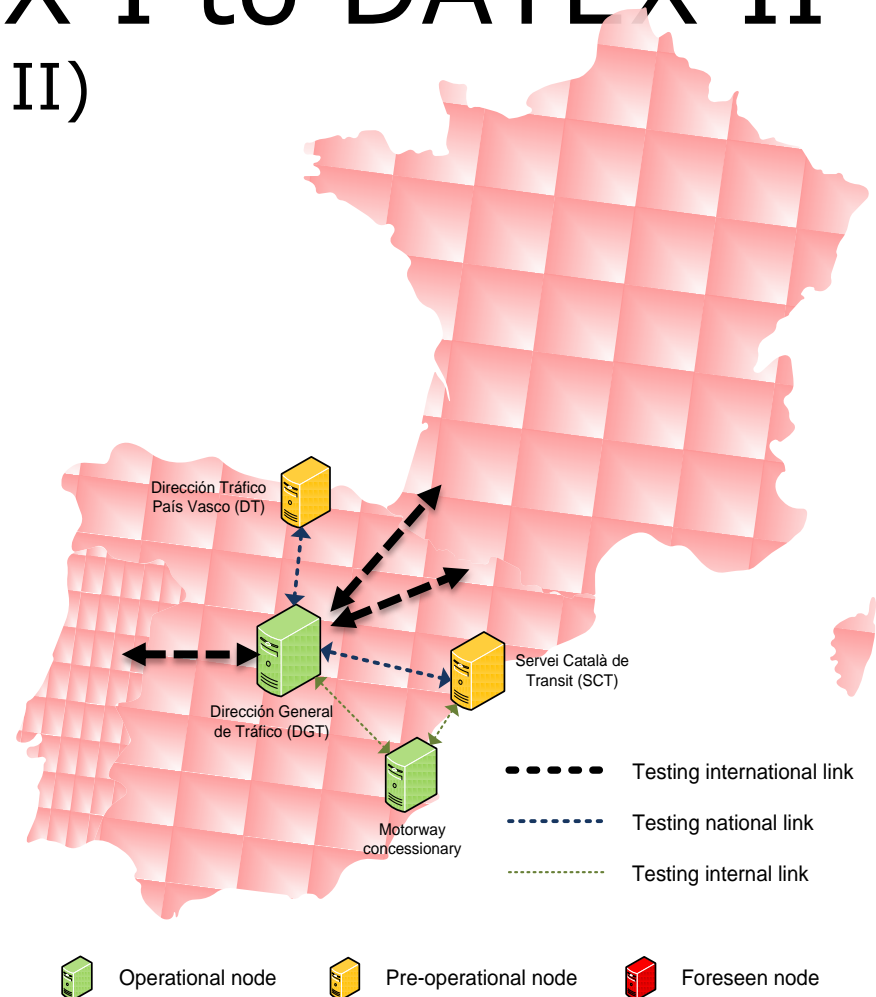
- 3 operational nodes.
- 2 international links:
  - France.
  - Andorra.
- 2 national links:
  - Nat. Authority ↔ Reg. Authorities
- Feeder of different services:
  - RDS-TMC.
  - Traffic Web Viewers.



# Migrating DATEX I to DATEX II

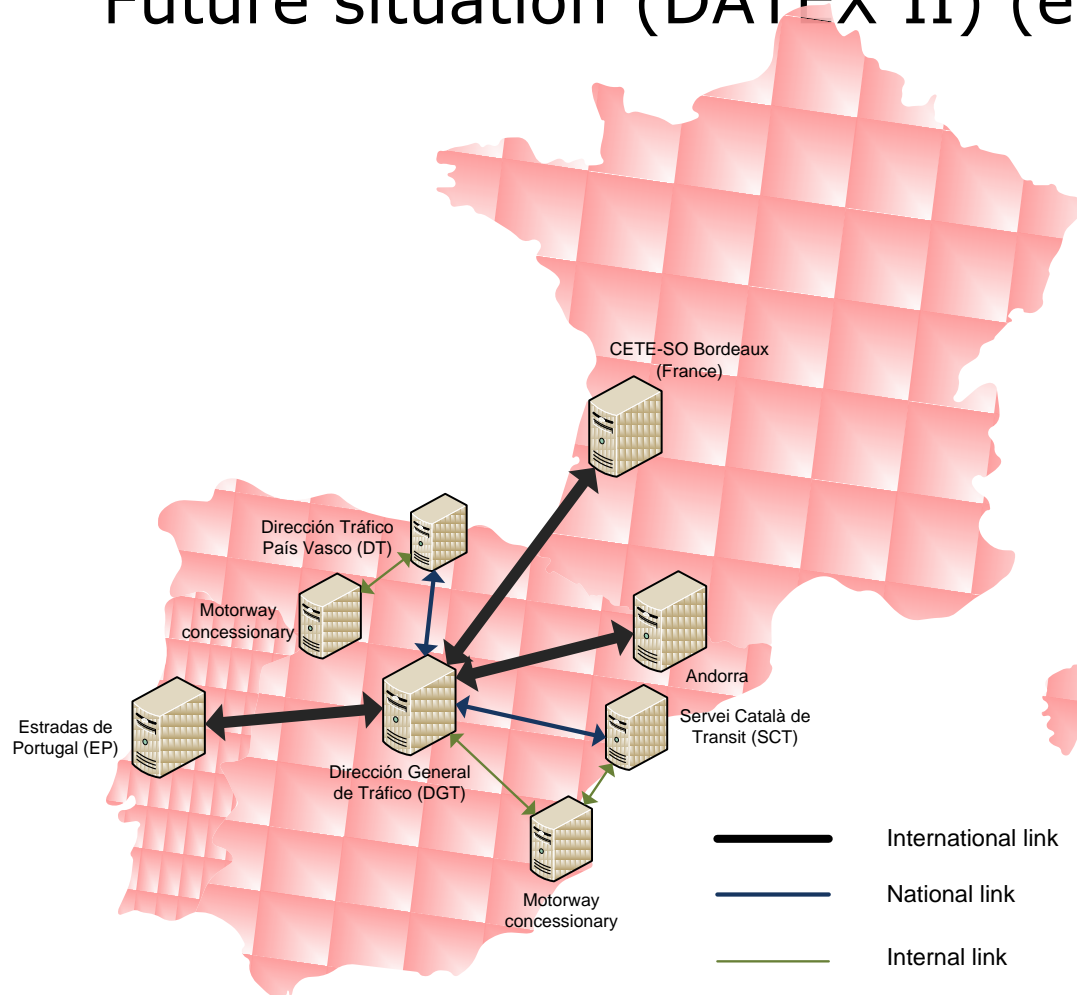
## Current situation (DATEX II)

- 4 nodes have been installed.
- Testing is being performed internally.
- 2 testing international links.
- Profiles implemented:
  - Regional and National nodes: Full Profile.
  - Motorway concessionaries: LowCost Profile.
- Exchange characteristics:
  - Datatypes: SituationPublication.
  - Location systems: AlertC, LinearElements, TPEG.
  - Filtering: type, road, impact.



# Migrating DATEX I to DATEX II

Future situation (DATEX II) (end of 2010)



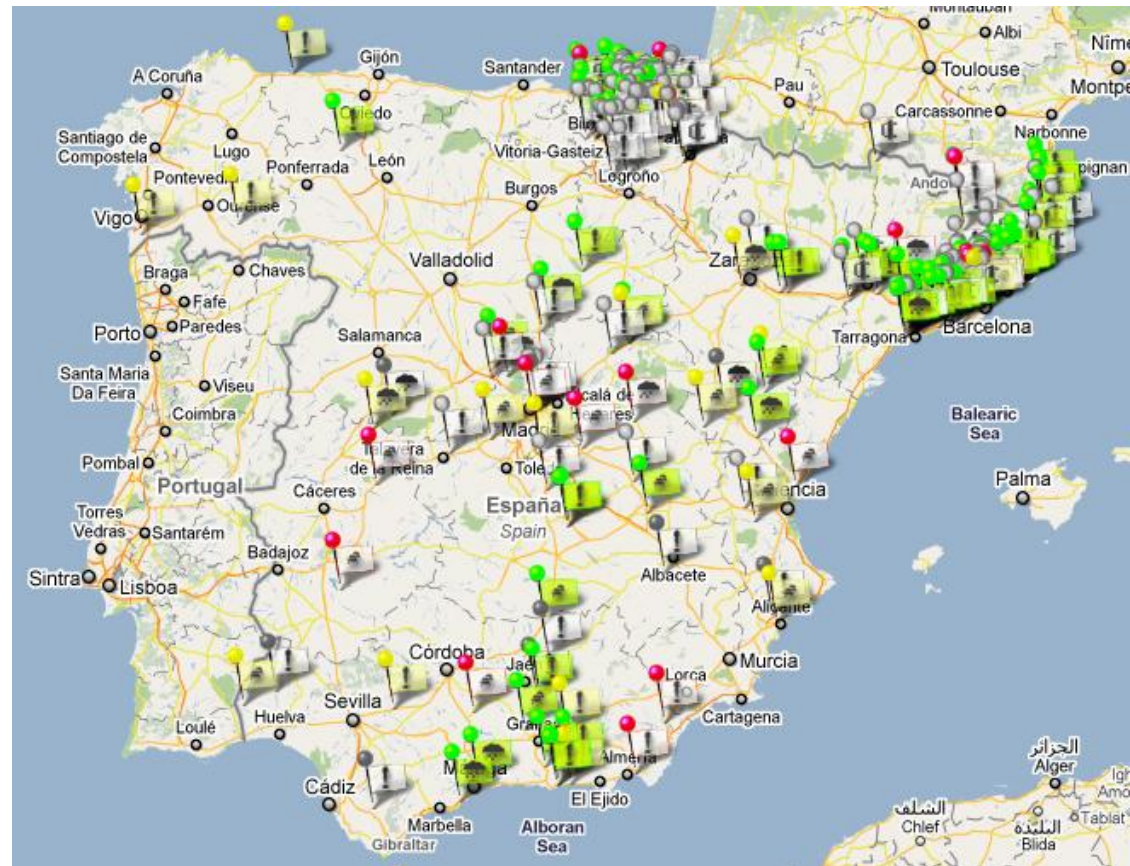
- DATEX I network is switched off.
- 3 international links:
  - France.
  - Portugal.
  - Andorra.
- 2 national links:
  - Nat. Authority ↔ Reg. Authorities
- 3 internal links:
  - Nat./Reg. Authority ↔ Mot. Concessionaries
- Nat./Reg. Authorities **MUST** validate the information received from the Motorway Concessionaries.
- Feeder of different services:
  - RDS-TMC.
  - Traffic Web Viewers.



# Migrating DATEX I to DATEX II

## Integration tests (DATEX II)

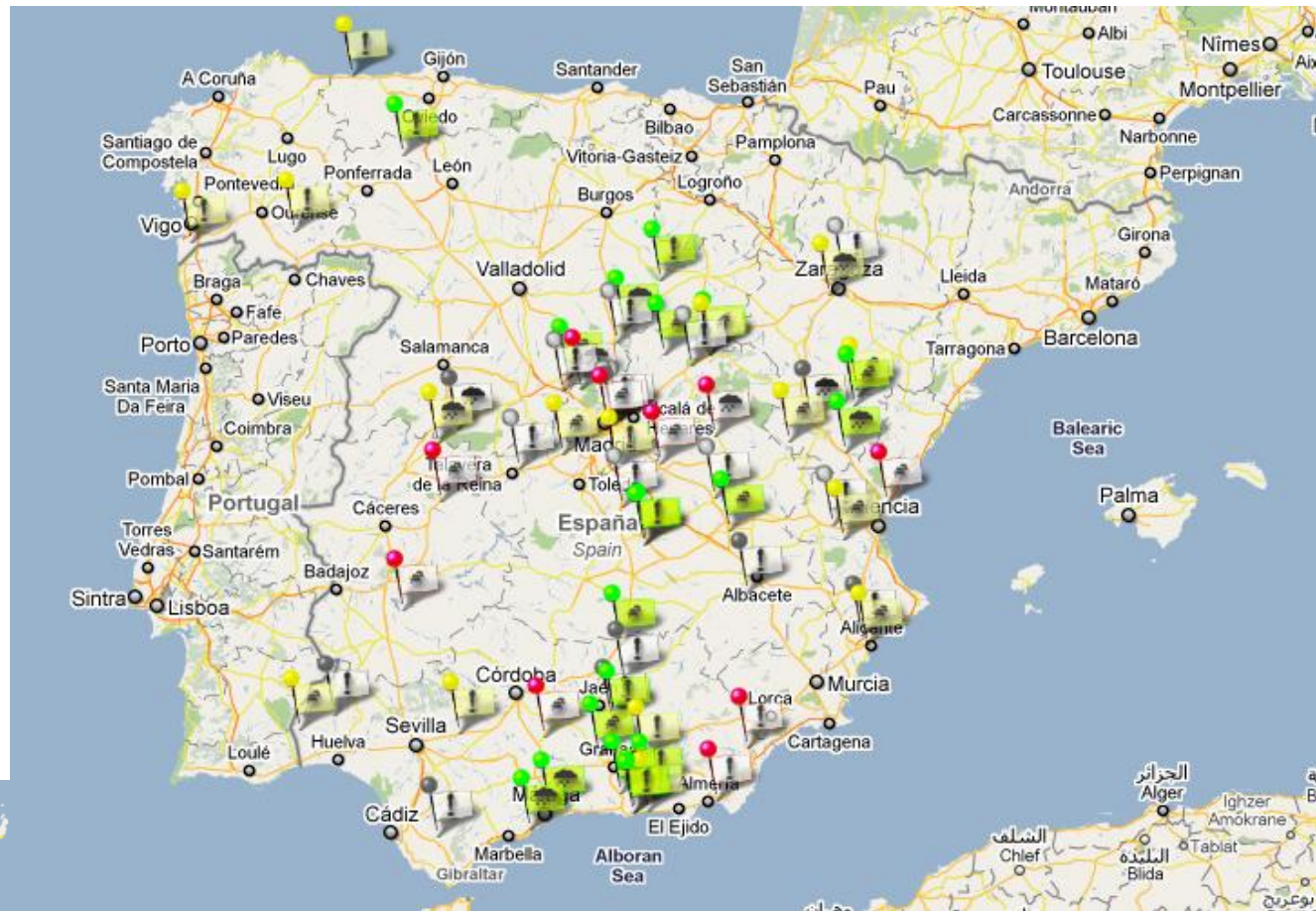
- Not yet real information.
- Sources available:
  - DGT (National Authority)
  - SCT (Regional Authority, it covers Catalonia)
  - DT (Regional Authority, it covers Basque Country)
  - Abertis: Acesa and Aucat (Motorway Concessionaries, they cover some motorways in Catalonia).
- Next steps:
  - Real information.
  - Enable physical links.





# Migrating DATEX I to DATEX II

## Integration tests (DGT)





# Migrating DATEX I to DATEX II

## Integration tests (Basque Country)



EUSKO JAURLARITZA  
GOBIERNO VASCO





# Migrating DATEX I to DATEX II

## Integration tests (Catalonia)







# Aims and expectations

- **New international link:** Portugal.
- **Growth** of internal network: new stakeholders (motorway concessionaries, city councils).
- Enhanced **quality** of information exchanged:
  - Increased type translation rate.
  - Avoidance of losing information due to bad localization.
- Increased **security** and **reliability** of logical links.
- **Extensions** can be performed to fulfill new requirements: TMPs, Accidents.
- Support of **new types of data (future):**
  - Measured and elaborated data.
  - VMS.



# Quality assurance

## *Why?*

- **Historical problems** of DATEX I in Spain:
  - Traffic competencies in Spain are split → different models → high quality on exchange is needed.
  - DATEX I had quality problems:
    - Small range of data types (poor translation in some cases).
    - Location: Only Alert-C was allowed (loss of information on most of secondary roads, inaccuracy representing information on a map).
  - There are not a global agreement between all parts → different points of view: type translation, event causes, LoS classification, ....



# Quality assurance

## *How?*

- **Spanish DATEX II User Forum:**
  - All the stakeholders belong to this forum.
  - Goals:
    - Unification of translations (type translations and location naming) and data representation.
    - Improvement of the quality of local information (delivering best practices to road operators).
    - Elaboration of proposals to DATEX II European groups.
    - Technical support putting into operation the logical links.
  - Work developed:
    - Deployment planning.
    - Data Inventory for all models.
    - Global translate grid.
    - Definition of minimal set of data (first deployment phase).



## Conclusion and next steps

- End of year the whole information of the country (traffic situations) will be available through one DATEX II link.
- This information has passed quality assurance processes.
- Common understanding and translation of events.
- Next year:
  - Abertis will integrate all their concessions next year to the DATEX II network.
  - Migrate the network from v1.0 to v2.0 (version standardised)
  - Evaluation the exchange of more publications:
    - Traffic data
    - Elaborated data
  - Integration of new publications/extensions:
    - Traffic Management Plans
    - Accidents



# Thank you for your attention

## Speaker

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