

EasyWay



Annual Forum 2010



Shortcut to the future.

Lisbon • November 16th-18th



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VMS Harmonization Portuguese State of Art

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1. Introduction



This 2.750 Km are properly equipped with around 373 VMS managed by 11 road operators.

Most of this equipment can display 1 or 2 pictograms, and with a text area that consists of 3 lines per 18 characters.

However, the lack of national technical specifications and relevant legislation, regarding design recommendations, lead to the use of different VMS by each operator without a standardized pattern, hence they may use different messages for the same traffic event.



1. Introduction

Well... it seems the parallel with the European situation is quite clear!

The importance of informing road users, whether national or European, about their safety, re-routing or all the other potential improvements to their journey, through a universal and harmonized message with no language barriers, has been clearly recognized.



- Arts
- Centrico
- Connect
- Corvette
- Ithaca
- Serti
- Streetwise
- Viking



1. Introduction

InIR ensures national representation in EasyWay and in ESG4 since 2008 and is in a unique position regarding the road sector, when compared to other national public institutes. Thus allows to implement a truly integrated vision and mobility.

Gathering all interested parties, from other public institutes, local administration to road operators... it is now time to provide an overview of the *Portuguese State of Art... and Mind!*



2. Accountability



This partners were invited to respond to a survey, concerning VMS Harmonization... we called it Accountability Survey!

Local Administration



Road Operators



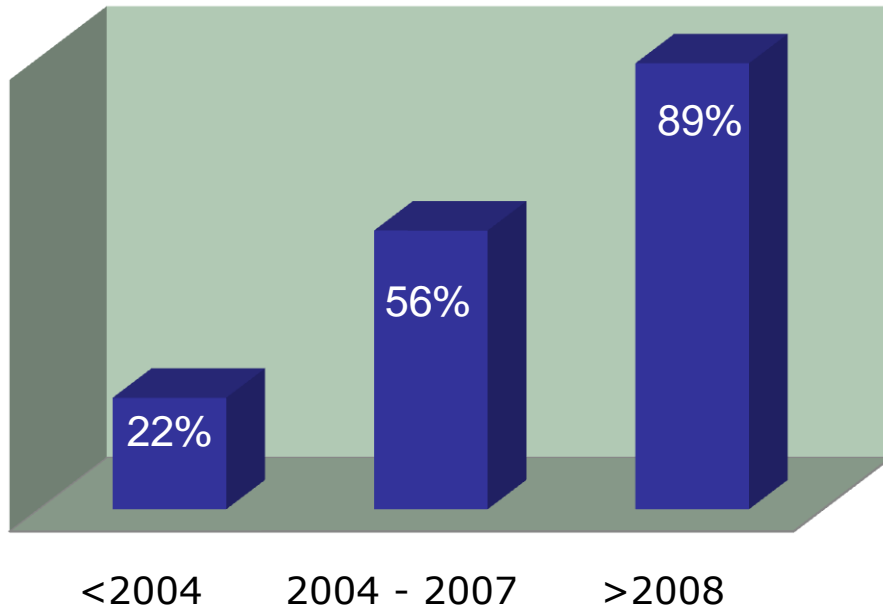
National Institute



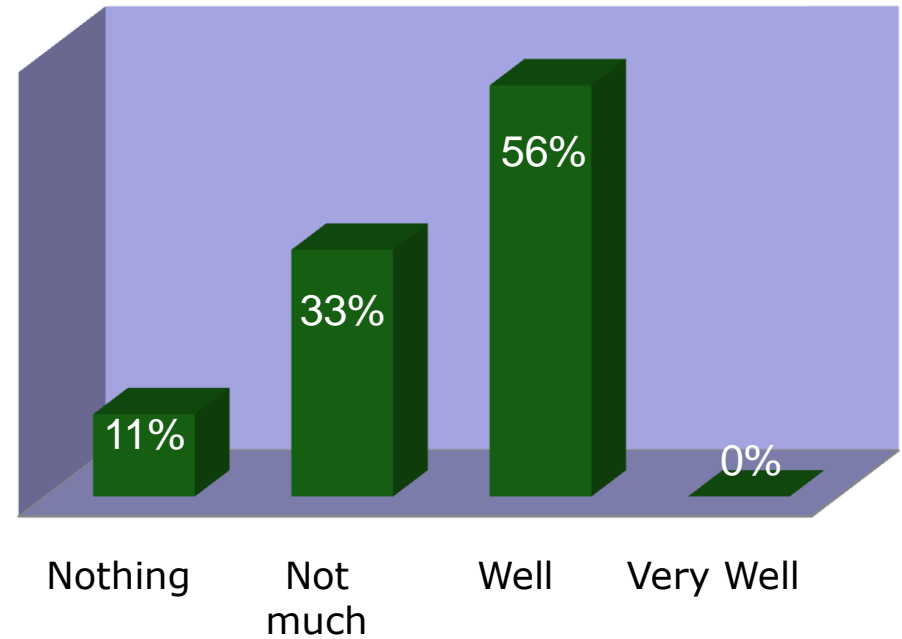


2. Accountability

How long have we known EasyWay?



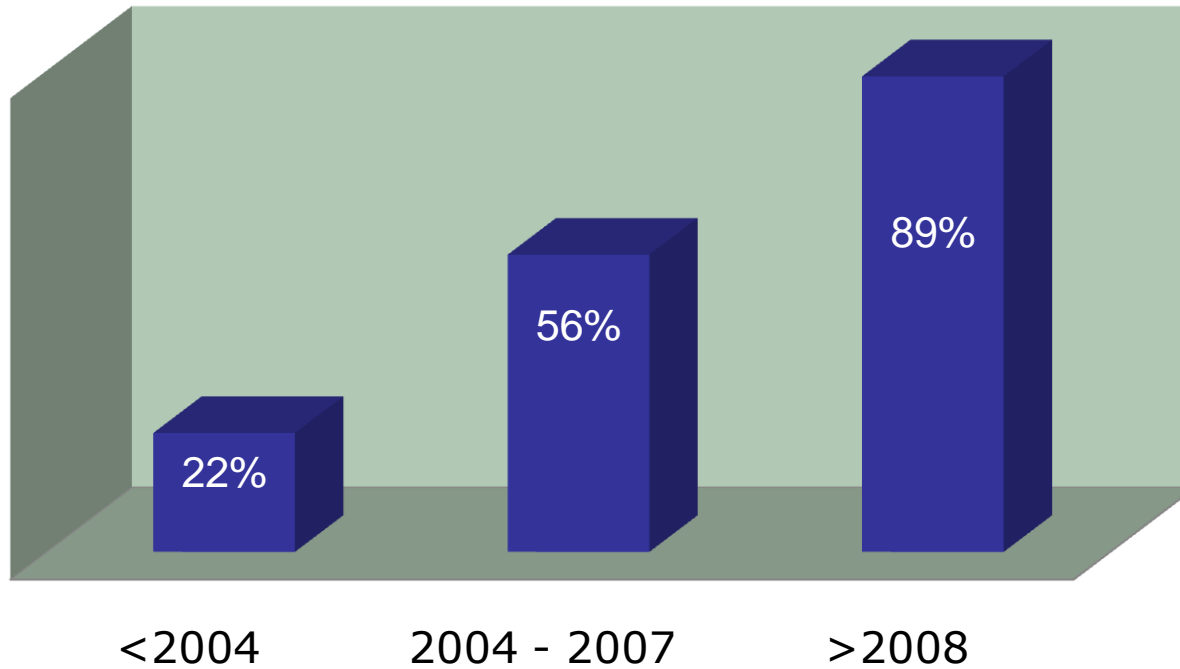
And how well?





2. Accountability

What about ESG4 – Mare Nostrum?



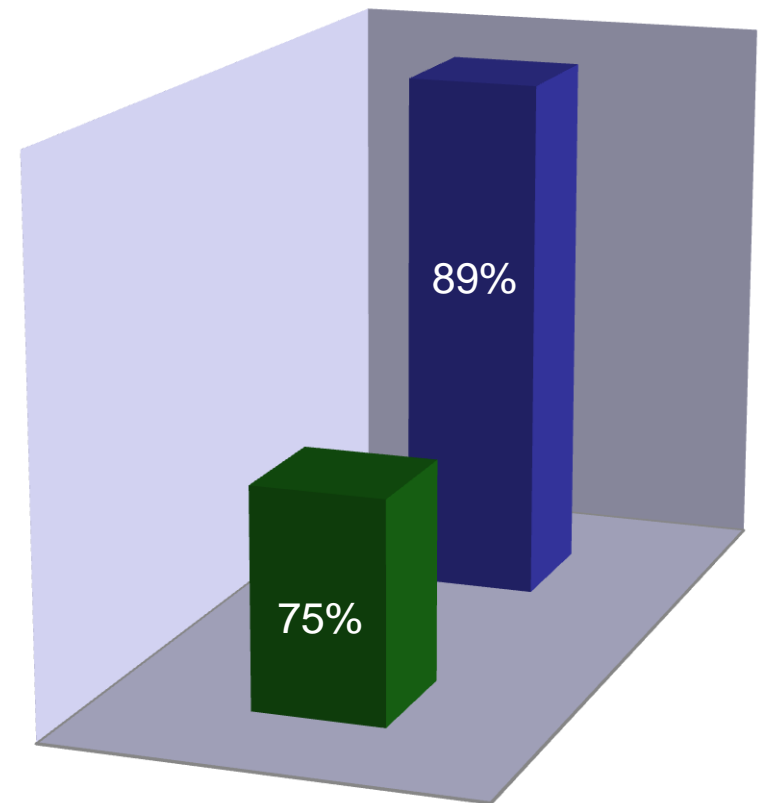


2. Accountability

ES4-Portugal... *since 2009*

Objectives:

- Align with the objectives and targets set by ESG4 -Mare Nostrum;
- Collaborate in ESG4 activities;
- Discuss the Portuguese practice regarding the use of VMS;
- Develop solutions towards national harmonization;
- Adopt an harmonization policy applicable to the national roads.





2. Accountability

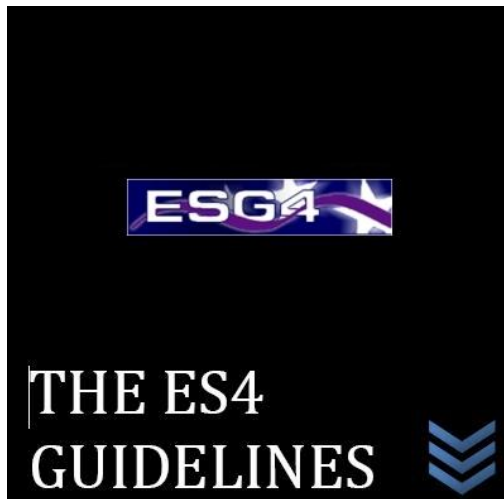
Set of principles and recommendations coming from Europeans road operators that point to the catalogue of needs concerning VMS use.

1st Part: General Principles of Design

Principles of design that promotes more international, less text based, VMS.

2nd Part: Design Recommendations

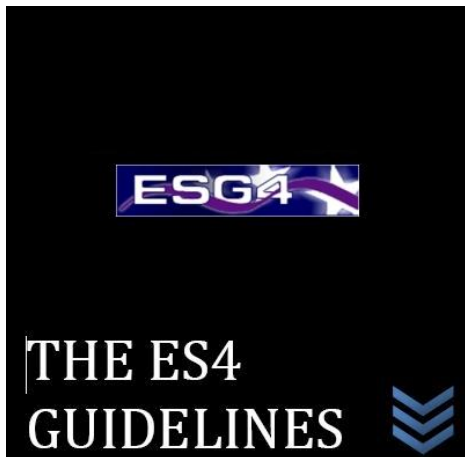
Specific recommendations for each road/traffic situation depending on VMS location.





2. Accountability

How far away from adopting ESG4 Guidelines (GD) are we?

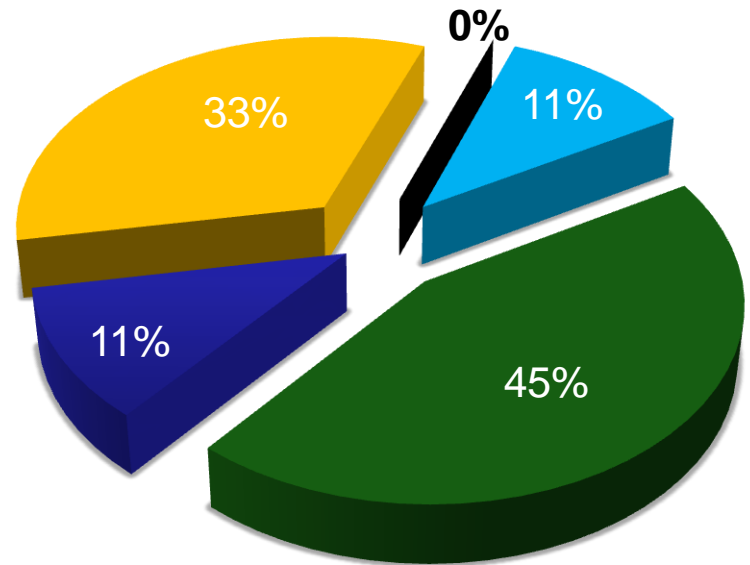


No adoption

- <20%
- 20% - 50%
- 50% - 80%
- >80%
- No Answer



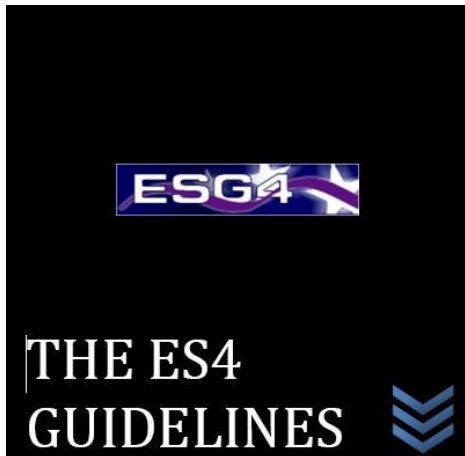
Full adoption





2. Accountability

Which % of ESG4 GD do we agree with?

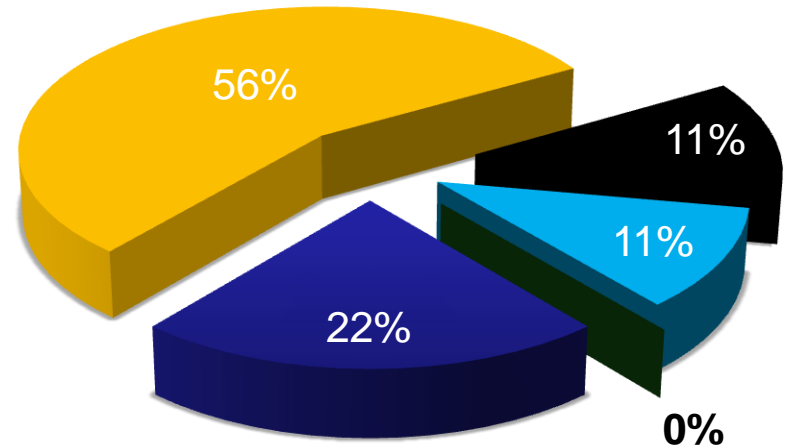


No agreement

- <20%
- 20% - 50%
- 50% - 80%
- >80%
- No Answer



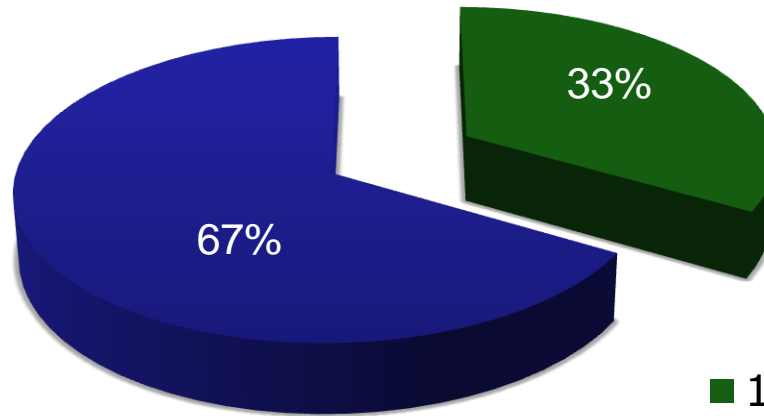
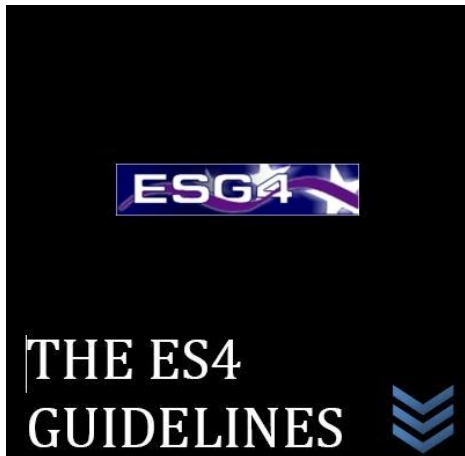
Full agreement





2. Accountability

So... Should we adopte ESG4 GD? Which part?



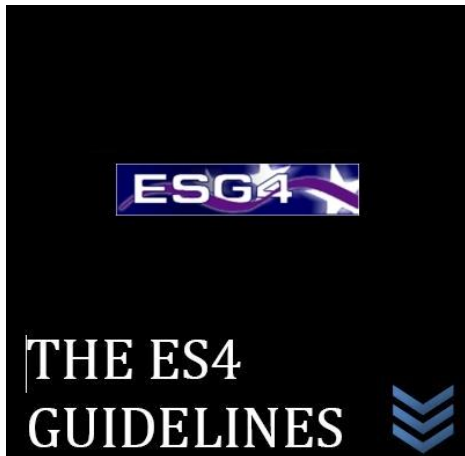
■ 1st Part

■ 1st and 2nd Part

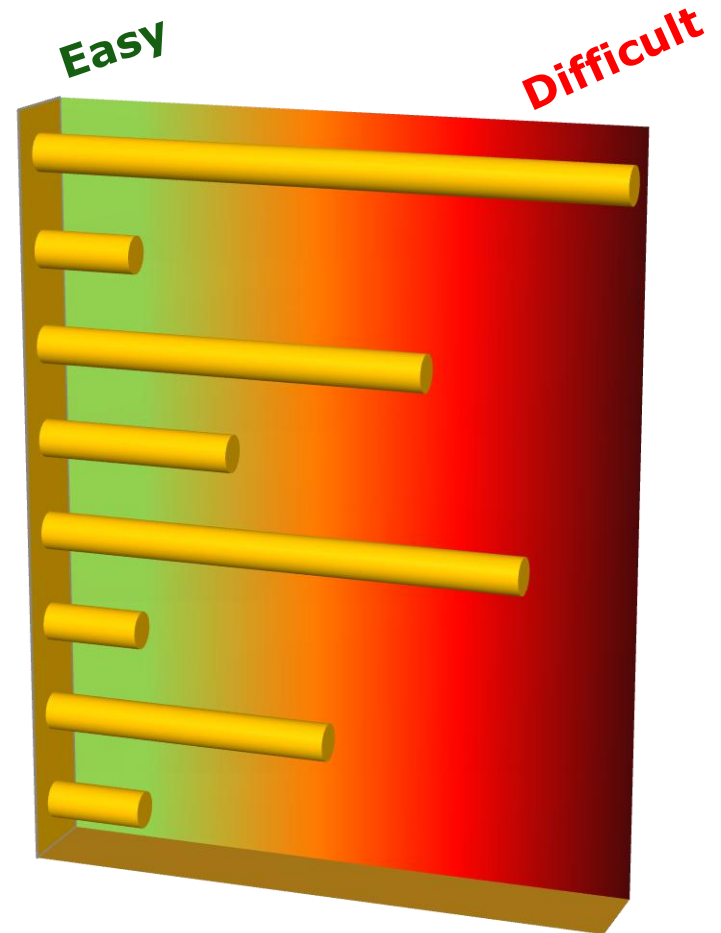


2. Accountability

Technical Problems adopting ESG4 GD?



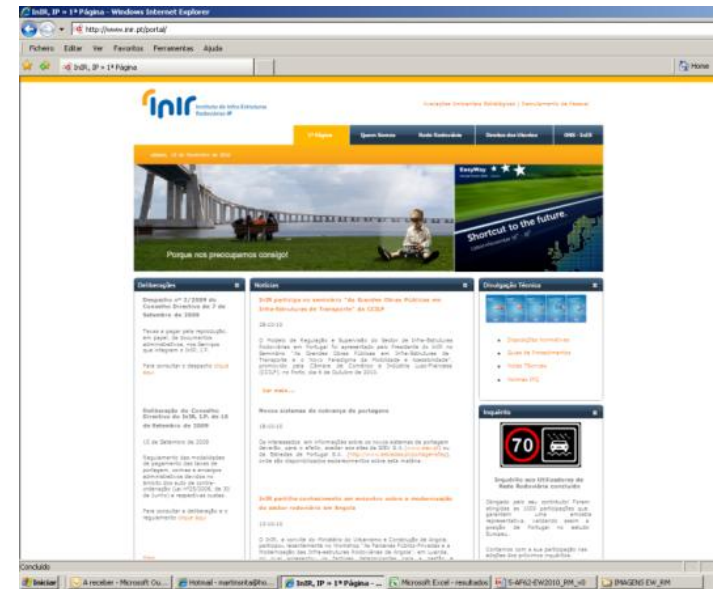
- New pictograms
- Nº characters/line
- Characters type
- Resolution
- Software
- Alphanumeric messages
- Abbreviations
- No Answer



2. Accountability

About the recent Comprehension test ...

It is included in the 4-step research methodology and it aims to identify potentially useful (comprehended) pictograms and alphanumeric signs.

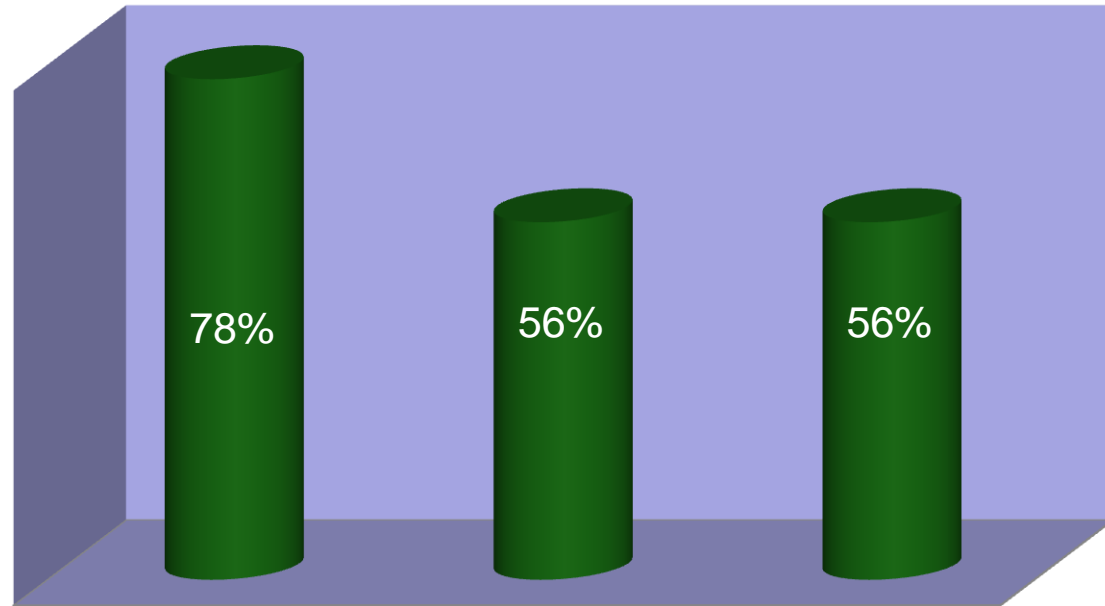


This is an internet survey and 65% or more correct answers are required to accept a sign as a potential alternative for being used. A typical test would involve about 600 subjects per country and Portugal was able to get more than 1000 in less than 2 months.



2. Accountability

About the recent comprehension test ...



Empirical test knowlege

Knowlege trought ES4 PT

Liked the survey

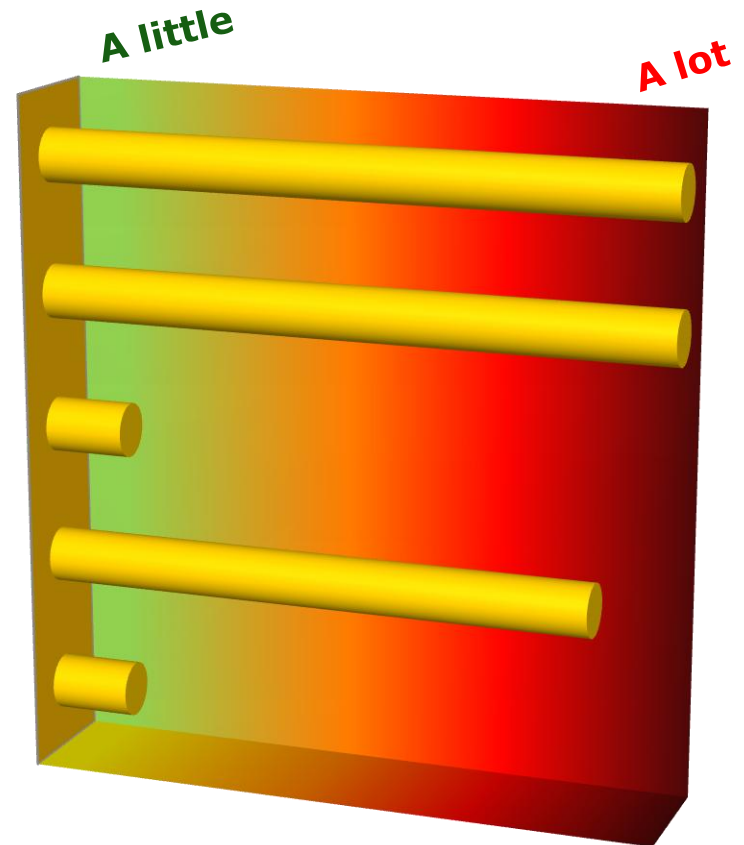


2. Accountability

ESG4 can help us improve...



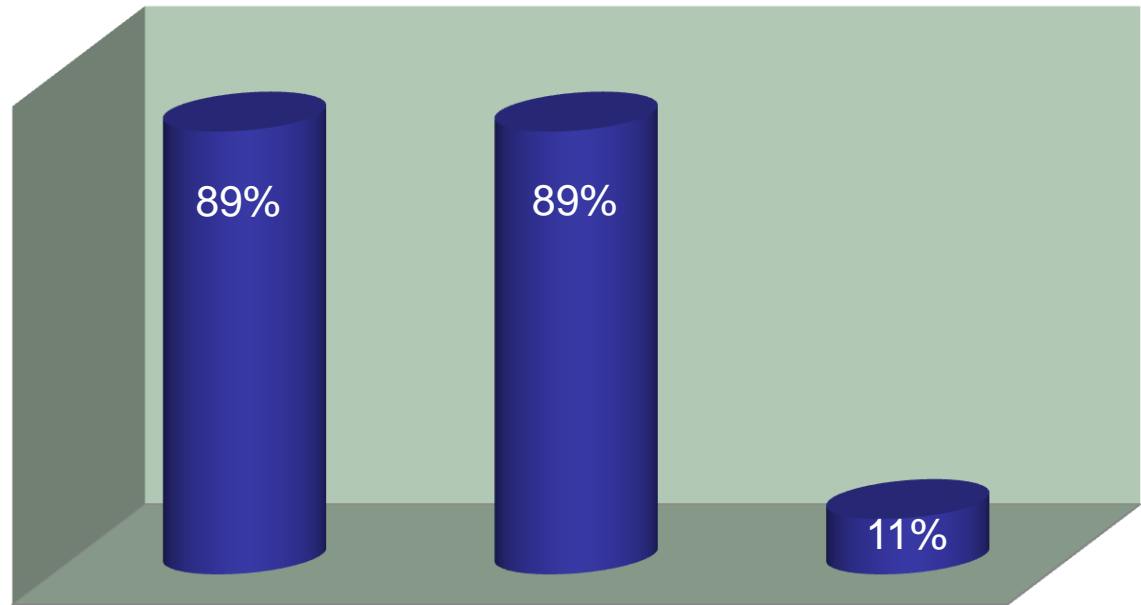
- Traffic management
- Road safety
- Environment
- Information to the road user
- others





2. Accountability

Did ESG4 contributed to...



Cooperation
between the
National
stakeholders

Harmonization
Problem
Awareness

No Answer



2. Accountability



ES4 - MARE NOSTRUM
THE WORKING BOOK
(PORTUGUÊS)

PARA A APRESENTAÇÃO DE
CATÁLOGO DE MENSAGENS, NOS DIFERENTES TIPOS DE PMV
UTILIZADOS NA REDE RODOVIÁRIA, EM PORTUGAL
Agosto de 2010

1

Disposições Normativas

**MANUAL DE SINALIZAÇÃO
DE MENSAGEM VARIÁVEL**



Inir

ANSR
AUTORIDADE NACIONAL
SEGURANÇA RODOVIÁRIA

**Instrução Técnica sobre a utilização da
Sinalização de Mensagem Variável**

Julho de 2010

Inir
Instituto de Infra-Estruturas
Rodoviárias IP



3. Conclusions

Are investment subsidies important?

Yes, an investment subsidy over 20% has impact on the decision to invest. In parallel, timely communication with the operators would facilitate investment planning over a 3-year period.

Yes, they are fundamental to the continuation of the efforts to harmonize VMS across all of Europe.

Yes, they are always important for the implementation of new systems, especially for contributing to the improvement service levels, together with the contribution of all for road safety.

In the current challenging business environment, characterized by spending cuts all over, any expenditures have to be justified, therefore investment subsidies can make a critical difference and help to guarantee a positive decision.



3. Conclusions

Is Portuguese participation in ESG4 important? Why?

Portugal needs to keep up with developments in Europe.

Portugal participation will give echo to national experiences, which will be considered by others and influence the final results.

Collecting information and experience from the various countries members, will help to improve the road user information standards at the national and international levels.

Participation enables us to be involved in the decision making, keep current regarding the activities and engage the "road community".

Portugal must not stay out of the harmonization process regarding mobility and road safety.



3. Conclusions

We need to evolved more partners and continue to pursue VMS Harmonization in line with ESG4 objectives.

Do we need to be involved in ESG4? 100% YES!

Do we want to be actively part of ESG4? 100% YES!

Can we, all of Europe, achieve the VMS harmonization?...



3. Conclusions

**YES
WE
CAN**

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Thank you!
Portuguese Road Family