Towards the Information Society!

Traffic management

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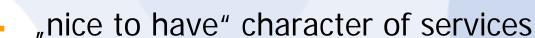
Content

- Obstructions for faster growth of transport telematics
- Main drivers for introduction of telematic services
- The top current trends
- Traffic management

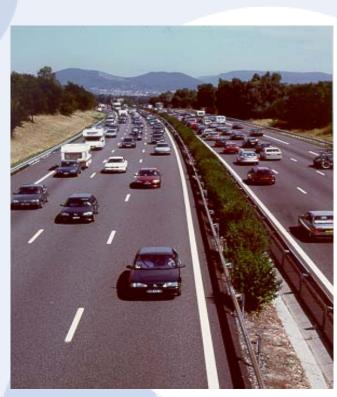


Why the introduction of telematic services is slower than expected?

- Proprietary solutions
- Standardization
- Legislation "big brother"
- Technology development
- Difficult benefit evaluation







Main drivers for introduction of telematic systems – state sector

- Safety
 - Decrease of accidents, deaths
- Environmental reasons
 - Decrease of emissions, less of accidents dangerous to environment
- Financial

Czech Republic

Revenue for state budget, effective traffic management



Main drivers for introduction of telematic systems – private sector

- Safety
- Finance



- Lower costs for car operation
- Better management and control of employees
- Better effectiveness of car fleet
- Less travelling



Most important current trends



Electronic toll collection on highways and in cities

 Technologies are available, the most important is to set correctly the goals and payment model

Traffic management

Traffic management centers and systems

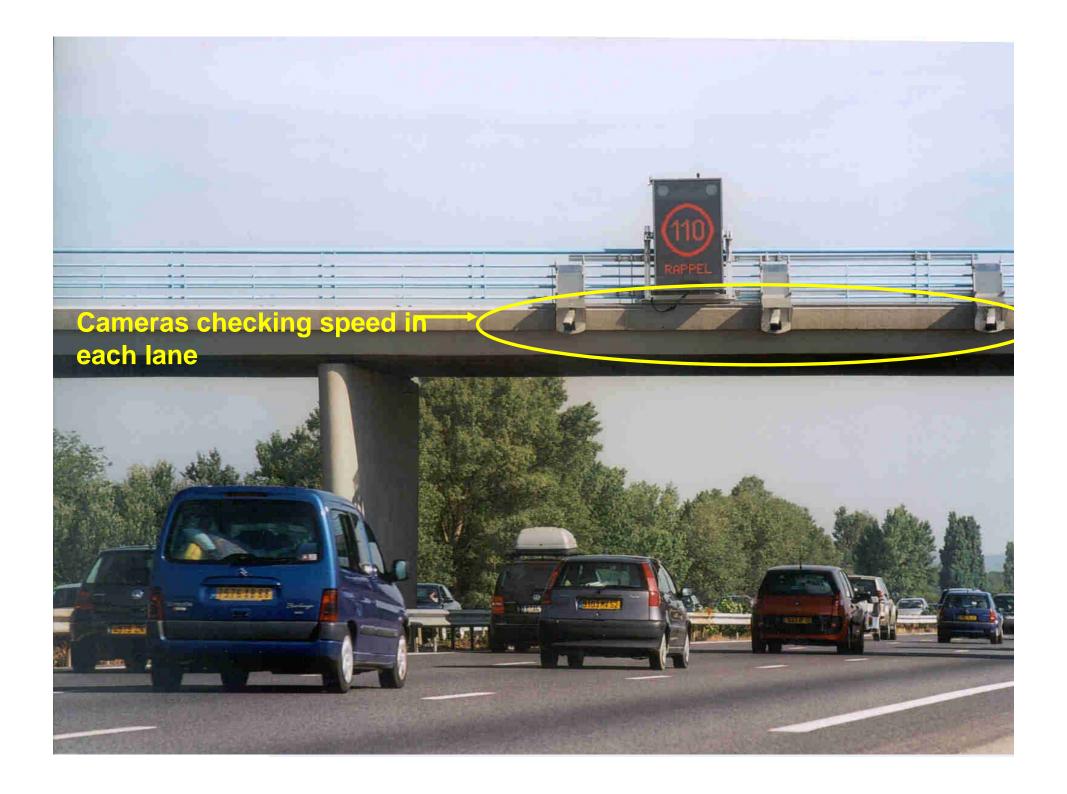
Fleet management

 Revenues from Location Based Services (LBS) in Europe shall reach 622 million € in 2010



(source Berg Insight)







Results of traffic management on A7 highway in France

- More than 30.000 hours of traffic congestions safed which translates to :
 - 1,3 million € of socio-economic profit
 - Car saves in average 10% time in the corridor
- The traffic congestions based on accidents decreased by 77%
- Significantly increased number of drivers who exceed the speed limit



Source: ASF (Autoroutes du Sud de la France)



Traffic management on M42 in UK

- Variable mandatory speed limits on 4 lane highway
- During the PM-Peak the journey times were reduced by an average of 24% (northbound) and 9% (southbound)
- 22% reduction in the variability of journey times
- reduced the occurrence of severe congestion
- journey times have remained consistent between seasons



Source: M42 4LVMSL Performance 12 Month Report - Mott MacDonald (2008)

Conclusions

- Step by step approach
- Applications for specific users with clearly defined benefit
- Coordination on a state level development frame, legislation, standardization
- Interoperability
- Evaluation of the benefits for the environment



Thank you for your attention.



