

Centrico BRIEFING NOTE

Using ITS to manage Europe's busiest roads



Cross Border Management

SUMMARY

The Trans-European Road Network within the CENTRICO area has an extremely high traffic volume. Within CENTRICO several cross-border corridors have been defined for international traffic management such as corridor re-routeing, and incident management to face recurrent congestion and traffic disturbances. These measures are realised by use of ITS and progress is supervised by the Steering Committee and working groups. Due to the regional and international cooperation, standardisation and harmonisation process could be simplified.

INTRODUCTION

Congestion problems on the TERN demand a cross-border approach. CENTRICO facilitates cross-border traffic management amongst others by several cross-border corridors for re-routeing and incident management (by use of traffic management plans). Since the beginning of CENTRICO several corridors have been defined:

- Paris-Brussels corridor.
- Ruhr-Channel (Aachen-Brussels) corridor.
- Mosel-Saar network.
- Brussels-Nancy (-Langres) corridor.
- Rotterdam-Antwerp corridor.
- Randstad-Rhein-Ruhr network (Eindhoven-Köln, Arnheim-Oberhausen).
- Rhein corridor (Rhein-Main area, Mainzer Ring, Köln-Koblenz).

In 2004 a new initiative was started on an 8th corridor. This is a cooperation between CENTRICO and VIKING.

- Noord Nederland-Niedersachsen corridor

The objectives followed by the setting up of corridor re-routeing are:

- To improve cross-border traffic control in order to manage traffic efficiently.
- To set up cross-border management plans (and roadside associated tools) on priority European corridors and networks.



RE-ROUTEING CORRIDORS

Most of the CENTRICO corridors have been defined for cross-border re-routeing: If traffic on the main route is disturbed, a recommendation for the use of alternative routes is given. Traffic is only diverted to the alternative route when clear time savings can be expected. Most of the VMSs used are automated. Five of the corridors defined for re-routeing are already in operation:

- Köln-Eindhoven (Randstad-Rhein-Ruhr): since 1998.
- Rotterdam-Antwerp: since 1999.
- Rhein-Main area (North): since 2001.
- Cross border traffic management plan Brussels - Nancy; since 2002
- Ruhr-Channel (Aachen-Brussels): partly operational since 2003.



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- Arnhem-Oberhausen (Randstad-Rhein-Ruhr): since 2004
- Cross border traffic management plan Brussels-Nancy extension to Beaune: 2004.

Further milestones for operational re-routing corridors are amongst others:

- Cross border traffic management plan Paris-Brussels: 2006.
- Mosel-Saar network: 2006.
- Rhein corridor (Rhein-Main area, Mainzer Ring, Köln-Koblenz): 2006.

TRAFFIC MANAGEMENT PLANS

For some corridors it was decided to set up a traffic management plan. This is an instruction book comprising of predefined possible problems with corresponding traffic management measures to take. Traffic management plans are especially established within the French road and traffic administration. (Brussels-Beaune, Paris-Brussels)

For the Long Distance corridor demonstration 2004-2005 network management from Centrico area was assessed. This included an investigation on available traffic management plans. To define possible measures needed for long distance network management a case study on a cross regional/border corridor was recommended. Two projects were initiated:

- Cooperation of the German Länder and Austria on the implementation of the Intermodal Strategy Manager.
- Cross border cooperation with traffic managers on the A31 in France (part of Brussels Beaune).



EXPERIENCES FIRST OPERATIONAL CORRIDORS

To provide CENTRICO partners with an overview of the experiences and lessons learned from the activities in on the first operational corridors a report was produced by The Netherlands. The Köln-Eindhoven and Rotterdam-Antwerp re-routing projects were evaluated.

In general every partner/authority involved is pleased with the re-routing procedure and its effects. They are aware of the necessity and benefits of CBM. The road users too are pleased with the re-routing options.

NEW INITIATIVE

In 2004 the A31 Emlandslinie was reopened in the neighbouring region of Niedersachsen, Germany (VIKING partner). This enables new possibilities for re-routing. To improve traffic flow in the Northern part of the Netherlands and Germany a cooperation between the North and East of The Netherlands, TIC-NL and Niedersachsen was initiated in 2004. This will enable cross border traffic management between the cities of Bad Bentheim, Leer, Groningen and Apeldoorn.



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For further information on other CENTRICO activities visit:

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