

Centrico BRIEFING NOTE

Using ITS to manage Europe's busiest roads



Freight Issues

SUMMARY

44% of intra-European freight is transported by road. Efficient road transportation is a major factor in Europe's integration and economy. In parallel with the effort to develop attractive alternative modes for freight transport, European road operators have to guarantee a fair share of the road between the professional transport vehicles and the private personal vehicle. Specific measures have been implemented across Europe to mitigate the effects of the freight transport over infrastructures and users, and to better serve this strategic transport community. Increased exchanges between neighbour road authorities are taking place to coordinate the measures across borders and to support the freight traffic over their long distance international journeys.

Context

CENTRICO serves the most industrialised area of Europe and several large ports such as Antwerp, Rotterdam or Le Havre. Within CENTRICO, road authorities are very sensitive to the issues and challenges raised by the increasing number of freight vehicles.

Major issues facing a seamless and efficient pan-European service for freight vehicles include:

- the co-existence of freight traffic with personal or leisure traffic,
- illegal parking on hard shoulder,
- safety of goods (especially at parking areas),
- the language barrier,
- the respect of local regulations, load limits, working hours,
- the lack of coordinated information and crisis management across borders (especially during adverse weather conditions).

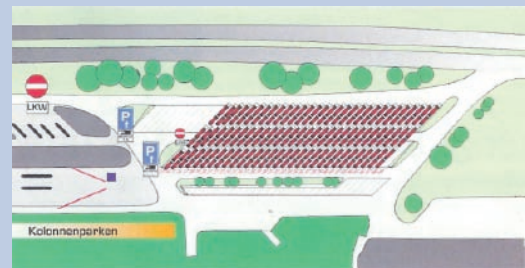
Best Practice and Promising Trials

Providing Real Time Parking Guidance

In **France** some HGV parking areas are regularly fully occupied. In response, drivers tend to park dangerously along the side of the motorway, while other parking areas nearby may still be empty. The objective of this project is to provide information to lorry drivers regarding the availability of parking spaces at motorway rest areas so that they can better plan their mandatory stops, as well as to ensure the maximum security at parking areas. Two prototypes were installed at major parking areas, on the SAPN's Network. In 2006, several consecutive areas were equipped to provide parking guidance via dedicated VMS and 107.7 radio.

Optimising the use of parking areas

In **Germany**, the lack of parking space alongside motorways is a serious concern for HGV drivers. With forecasted increases in the number of trucks driving along the TERN, this issue needs to be tackled urgently. An innovative telematics-controlled parking (TCP) pilot programme has been tested in the CENTRICO region of Rheinland-Pfalz.



The TCP system results in more complete filling of the truck parking area

The system calls for trucks to park according to estimated departure time and size. When arriving at the parking lot, the driver enters the information (departure time and vehicle size) in a computer terminal. Subsequently the system assigns a space in close and dense rows accordingly. As a result of this concept, the overall capacity of the pilot parking lot has doubled, and illegal parking has been significantly reduced. The next steps could be to transfer the system of TCP to other service areas, to interlink those rest areas, and to build a HGV parking guidance and information systems. For more information: telematik@lbn.rlp.de

Following this pilot, NRW is experimenting a similar system on the nearby parking area Siegburg-Ost on the motorway A3, and **England** has just let a research programme on this issue.



Supported by the European Commission DG TREN-TEN-T



Centrico BRIEFING NOTE

Using ITS to manage Europe's busiest roads

Secure Parking Areas

SANEF has recently opened a secure and guarded rest area on the A1 motorway north of Paris, near major logistics service centres. Drivers have access to restaurants, shops and showers, and their vehicles are safely parked. Although the current use of the parking is below expectations, the low entry fee and increased information are likely to make this initiative better known to lorry drivers. Other similar areas have recently opened along the motorway network in France.

Developing dedicated information for the freight community

In France, a widespread consultation led to the implementation of a dedicated Internet portal for the freight community along the Atlantic Arc (www.freteuroservice.com). The user-friendly portals, accessible from personal computers and road side terminals positioned strategically along motorways, provide real-time multi-modal traffic and local service information, restrictions and procedures, maps and other features that will contribute to providing efficient travel information. The service has been extended to the south east of England and Flanders, now covering the full Channel area.



In the **United Kingdom**, the Highways Agency (HA) has set up a focus group that evaluates the implementation of real-time traffic information on Internet terminals. Screens have been implemented along rest areas, along the Cross Channel and Irish Sea freight lounges in addition to freight-specific information on the Information Line (HAIL). Furthermore, the HA has developed a "Truckstop Guide" to improve information about all types of facilities and to reduce inappropriate and illegal parking. The free Truckstop Guide is being circulated through the freight associations since early 2006. It lists over 100 truckstops in England, including an access map for each, opening times, costs and facilities. Copies are available on request from the Highways Agency.

Integrating Freight Traffic in the General Flow

In the **Netherlands**, static prohibition for trucks to overtake during peak hours started in June 1997. Since then it has expanded to 750 km coverage with good results. Freight organisations asked for a dynamic system to avoid unnecessary measures and delay for their trucks. Therefore two test sites were set up in 2004 for dynamic systems with the use of VMS. The evaluation showed much improvement compared to the static signing; not in compliance but in road user appreciation and understanding for both truck drivers as the other road users.

Enforcing regulation

In the Netherlands 6 active weight in motion systems are used for enforcement, prevention and analysis. These systems are currently used to enforce over-loading regulations. In 2006 two extra systems were successfully implemented on the E19. All main access routes to and from Rotterdam are now covered.

The "Long Distance Corridors" Project and the Freight Newsletter

Within the LDC Project, the partners of CENTRICO, STRETWISE and CORVETTE, covering a wide area from Ireland to Northern Italy, have set up an information exchange community, where best practises regarding the management of the freight traffic are regularly exchanged. As part of the project, a Freight Traffic Management Newsletter was published twice a year and covers the latest innovations implemented by road authorities.



This communication tool provides information to all road operator stakeholders, about best practice, new projects and pilot programmes related to freight traffic management.

Information is also largely disseminated during the Euro-regional project Conferences and to the European Traffic Management Expert Group.

For more information on this topic, visit:

www.freteuroservice.com

www.hgymanagement.com

www.longdistancecorridors.info

For further information on other CENTRICO activities visit:

www.centrico.org



Supported by the European Commission DG TREN-TEN-T

