

DATEX II

DATEX II METR publication

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Chairman Activity 9 - METR

What is METR? (I)

- Seen from the viewpoint of the “dynamic driving task” (maybe human, maybe machine)
 - There is a road network (including marking and some other basic ‘road furniture’)
 - You know how to drive on it, based on a road code (e.g. drive on right side, priority from the right, cross only dotted lines, speed limit 50 km/h in cities...)
 - There are specific restrictions, local rules as deviation from the basic rule set
 - Issued by a (single) competent authority (defined by location)
 - Implemented by a set of pictogram signs, sometimes in conjunction with textual signs (normally defined alongside the road code)
 - Some restrictions are temporary, e.g. during street work or events
 - Again issued by the competent authority in charge

DATEX II

What is METR? (II)

- Traffic regulation today is an administrative process that may and will be a purely paper-based process in some cases
- Some competent authorities have already started to digitise their processes, mostly for cost efficiency reasons
- Digital representation of traffic in such workflow systems is not necessarily fit-for-purpose for applications like CCAM, but it can be a starting point
- Current traffic regulation processes do normally not implement the management of actual implementation times and may be rather vague regarding location

DATEX II

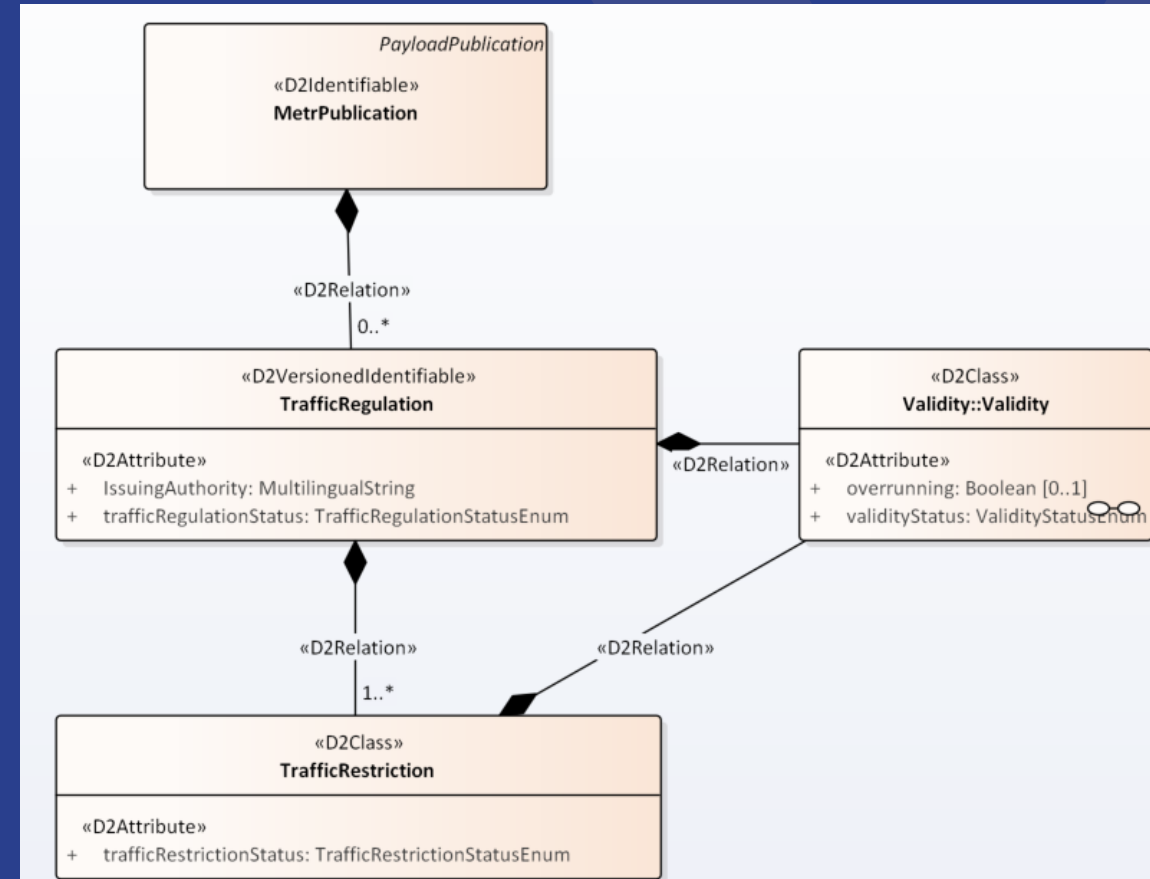
Idea

- DATEX II v3 package, differentiating the regulation, the restrictions and their actual implementation
- Restrictions do exist already to a certain extent in *OperatorAction*, but modelled from a different perspective
- A comprehensive *Validity* package is also already available
- Focus on restrictions in the dynamic, 'telematics' context
- Address CCAM relevant questions: Is passing allowed, given weight, height, width, type of load, no. of axles, type of engine and emissions, etc. (= access restrictions)? Is overtaking allowed? What speed is allowed? Is changing lanes allowed? Are lanes, carriageways, roads closed? And so on...

DATEX II

Proposal

- *TrafficRegulation* with its own status and its own validity
- *TrafficRestriction* with its own status and its own validity
- The model of traffic restrictions can take up some concepts from the current *OperatorAction* package
- The restrictions status and validity model shall include feedback from on-site sources



Relevant Context

- CLARS (urbanaccessregulations.eu) – Urban Access Regulations
 - EU supported Database with WWW based User Interface (B2C)
- TN-ITS (tn-its.eu) – link from road operator to mapmaker
 - EU supported – standardisation at CEN TC278 WG7
 - TN-ITS is ‘static’ – DATEX II is ‘dynamic’ = both look into the same tunnel from different ends!
- UVAR - Urban Vehicle Access Regulations
 - EC funded study – preparation of non-binding guidance documents

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