

Protocol 1st Advisory Board Meeting

Title: 1st Advisory Board Meeting

Venue, date, time: BMVIT, Vienna, 14.12.2011, 13:00 – 16:30

Participants: G. Emberger, I. Ripka, U. Leth, M. Schumich (IVW, Vienna UT), B. Bezák (STUBA), C. Koren, B. Horváth, D. Miletics (SIU), T. Spiegel, R. Kirnbauer (BMVIT), P. L'os (MDVRR SR), R. Riedel, P. Holzapfel (MA 18), R. Michalek (B-MOBIL), T. Mocsári (KKK), K. Tóthné Temesi (KTI), I. Székely (GMS), F. Heckmann (Vas Megyei)

13:00 – 13:15 *Welcome (Th. Spiegel, G. Emberger)*

13:15 – 14:40 *Introduction*

14:40 – 15:00 *Break*

15:00 – 15:10 *Project Proposal (G.Emberger)*

15:10 – 15:25 *Project Area (U. Leth)*

15:25 – 16:30 *Traffic models in Hungary (B. Horváth, D. Miletics)*

13:00 Welcome (Th. Spiegel)

Prof. Emberger and Dr. Spiegel welcome everybody. The VKM AT-HU is - as the VKM AT-SK - a matter of particular interest for the BMVIT. It is important for the development of infrastructure. The shared data base and the shared traffic model are seen as a big chance for the contributing countries.

It is an Austrian tradition to build up national transport models. The ministry, the ASFINAG and the ÖBB are sharing a traffic model (TRAFICEM) and the prognoses which are based on it. After finishing the current model the ministry intends to implement the cross-border model in its VMÖ.

13:15 Introduction *

The Hungarian project partners are introducing themselves starting with the team of the SIU Győr. C. Koren and B. Horváth present the university and the institutes. C. Koren refers to the long term connections to the STU Bratislava.

K. Tóthné Temesi (KTI) expects to get some best practices from the project. She can offer information, contacts, a public transport data base and an employer data base which is currently in process (includes enterprises with more than 50 employees).

T. Mocsári (KKK): KKK finances the national road network (except motorways under concession) in cooperation with the ministry. It is controlling the federal highways and the toll system. KKK is establishing a mileage based toll and can offer traffic counts and an OD-matrix.

F. Heckmann (Vas) is developing the regional planning programme CETC which affects Hungarian and Slovakian projects. He expects a comprehensive, long term guideline, which fosters regional cohesion.

I. Székely (GMS) reports that in the beginning of the next year the autonomy of regions will be forced. GMS is interested in analyzing the North-South- transit-axis within the traffic model. In his opinion the axis Győr-Sopron-Wr. Neustadt is in need for development. He offers information and data.

R. Michalek (Mobilitätszentrale Burgenland) announces his particular interest in the project because the Burgenland shares the whole border to Hungary. Furthermore there are several border-crossing projects in progress:

- GREMO Pannonia (ETZ-project; project partner: GYSEV, VOR, ÖBB)
- Fertő-Hanság mobil (bike infrastructure along the Einser canal)
- SETA - South-East Transport Axis

The development of GYSEV has a central signification for Burgenland. Expectations are to get further information on effects as a base for infrastructure decisions.

B. Bezák wants to initiate a SK-HU project because all current CENTROPE projects are hosted from Vienna.

P. L'os (MDVRR) is watching the project development AT-SK-HU with great interest.

R. Riedel (MA 18, City of Vienna) has long term experience with demand and traffic modelling.

R. Kirnbauer (BMVIT) hosts the mobility survey Austria and is partner in the project BRAWISSIMO. BRAWISSIMO will densify the mobility data in the border region through a cross-border mobility survey. A long-term topic is a standardized assessment procedure following the Austrian traffic model (VMÖ). It was developed in cooperation with ÖBB and ASFINAG and designed as a multi modal system. The

current network consists of 2,800 cells (400-500 abroad). Data from the VMÖ can be extracted for usage in the VKM AT-HU.

Prof. Emberger introduces the Vienna University of Technology and especially the Research Center of Transport Planning and Traffic Engineering.

14:40 Coffee break

15:00 Project proposal (G. Emberger) *

G. Emberger presents the project idea.

Decisions on new infrastructural projects are usually political decisions. They are not based on scientific and traffic engineering background. This project realised by a partnership of universities shall support decision makers in the future by providing objective assessment.

15:10 Project area (U. Leth) *

U. Leth presents the CENTROPE region and the current project area.

15:25 Traffic models in Hungary (B. Horváth) *

B. Horváth presents the existing Hungarian traffic models. A KKK-model is available as shape file. Public transport models are missing at all. Household surveys were made by KSH (Hungarian Central Statistical Office). There were three to four EU-projects to harmonize data e.g. SHANTI. This will be a topic in a further advisory board meeting. The data is publicly available. Structural data are incomplete and hard to get. R. Kirnbauer asks if any public transport network model is planned at KKK. There were some attempts to build up a public transport network model but the projects already stopped.

T. Mocsári points out that bus stops are located by GPS coordinates and a public transport schedule is available on the internet. A train tracking system was installed to harmonize internet schedules. Furthermore an employer data base including an official survey of schools, universities of applied science and universities is planned in the near future.

I. Székely adds that a project called “Common GIS” holds data about Vas and Burgenland.

16:30 End of Meeting

The next advisory board will take place at the 13.06.2012 in Győr. G. Emberger thanks all participants for the discussions and is eager to start the transport model AT-HU.

All contributions marked with * can be found on the project homepage.

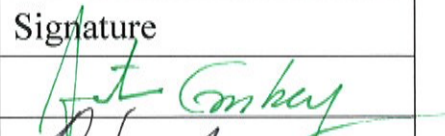
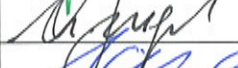





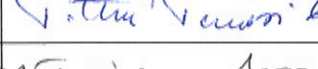

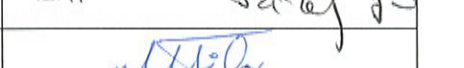
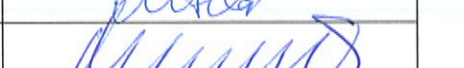




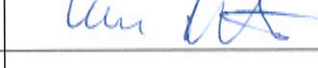


For details concerning the presentations please download the slides from:

<http://www.ivv.tuwien.ac.at/forschung/projekte/international-projects/vkmat-hu00.html>

U.L., M.S.

Attendance register – Transport Model AT-HU

1st Advisory Board Meeting, 14.12.2011, 13:00 – 17:00, BMVIT, Vienna

	Name	Organisation	Signature
1	Emberger Csinka	TUW - IV	
2	SPIEGEL Thoma	bmvit	
3	KRENBAUER ROMAN	bmvit	
4	HOLZAPFEL	MA18	
5	Roman RIEDEL	Stadtplanung Wien - MA 18	
6	Bystrák BEZÁK	STYBA	
7	IBOR RYKA	ITW - IV	
8	Peter LOS	MOVRR SR	
9	TÓTHÉ TEMESI KINGA	KTI	
10	HECKMANN FERENC	VAS MEGTETŐNKORMÁNTATI HIV.	
11	Székely Imre	Győr-Ménfőcsanak-11	
12	MOCSÁRI TIBOR	KKK	
13	ROMAN MICHALK	Mobilitászentale Szol	
14	KÖRÉN CSABA	SIU	
15	HORVÁTH BALÁZS	SIU	
16	MILETICS DÁNIEL	SIU	
17	MICHAEL SCHUMICH	TUW - IV	
18	ULRICH LETH	TUW - IV	
19			
20			
21			
22			