

## Traffic management plans for freight

### Introduction

Within the URSA MAJOR corridor that runs from the Netherlands through Germany, Switzerland and Austria to Italy, road operators join forces to complement and connect existing traffic management plans for rerouting and HGV storage and to design a new long distance Traffic Management Plan (TMP) for freight.

### Background

The partners are all confronted regularly with the same problems on their highly occupied network, incidents, foreseen and unforeseen, accidents, road works, disruptive weather conditions and holiday traffic in summer and winter, with the alps alone attracting 120 million visitors every year.

In line with their common policy objectives like congestion reduction, travel time improvement, safety improvement and optimal use of the capacity of their network, they agreed on this cooperation on TMPs.

The TMPs we are dealing with are used for irregular situations, not for daily measures. The measures are always applied on a temporary basis.

Some TMPs are for all road users, including HGVs. This means that they are not exclusively for freight (e.g. rerouting TMPs), but also affect HGVs. Other TMPs are for freight only, like HGV storage.

### Goals

The goals of a long distance TMP are:

- To facilitate the road user
- The road user should have the feeling as if the entire network was operated by one road operator
- To make better use of the road network
- To be able to give more dedicated, more personalised information to truck drivers
- To have more steering possibilities for the road operator (e.g. rerouting in case of big events or for environmental reasons)

## Focus

The work focuses on four main questions:

1. What are the existing TMPs and black spots?
2. What services should the long distance TMP cover and how do we reach the users to ensure compliance?
3. What are the actual traffic flows on the corridor?
4. How to support the road operators in the development of a TMP for freight?

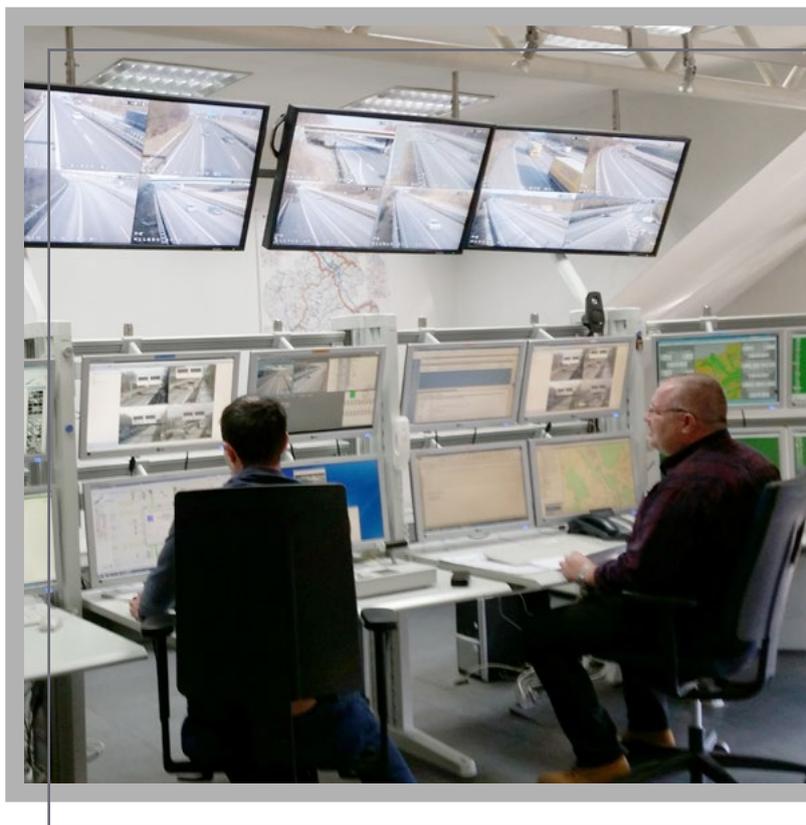
## The future

In the end the task force aspires the deployment of a long distance freight TMP which will

- ensure a higher level of service in terms of increased traffic efficiency on the network and improved safety in terms of incident response and mitigation through a consistent delivery of traffic control, route guidance and information measures to the road user.
- strengthen the relation between involved road operators on all levels of operation
- result in better informed truck drivers
- make long distance traffic experience less invasive disruptions on the entire corridor.

## Freight's best way through the alps

Within the URSA MAJOR corridor road operators join forces to complement and connect existing traffic management plans for rerouting and HGV storage and to design a new long distance TMP for freight.



The task force will analyse the room for improvement of TMPs with respect to freight traffic to allow long distance traffic to experience less invasive disruptions on the URSA MAJOR corridor.

Where needed, direct stakeholder interaction results in dedicated actions, e.g. a survey has been conducted to analyse acceptance of TMP measures by truck drivers and other freight stakeholders, aiming to provide intelligence on the decision criteria for freight navigation.

URSA MAJOR 2 plans to implement the dedicated plans for long distance freight TMPs in 2016-2018!

## For further information please contact

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