

Traffic Information Centers (TICs) in the Netherlands versus sensors in the cars

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Léon Rothkrantz

Czech Technical University in Prague

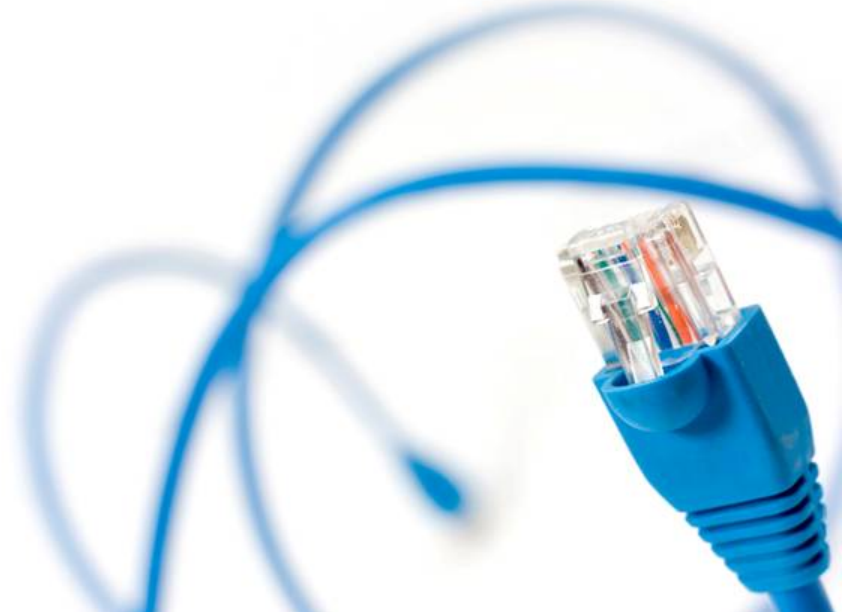
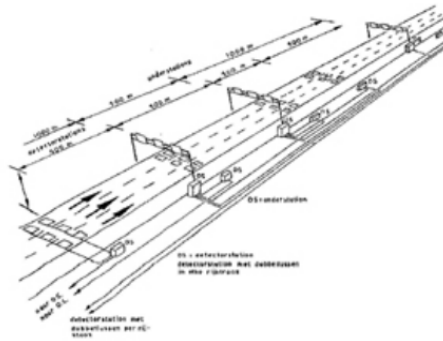
Technical University of Delft,



Problem definition

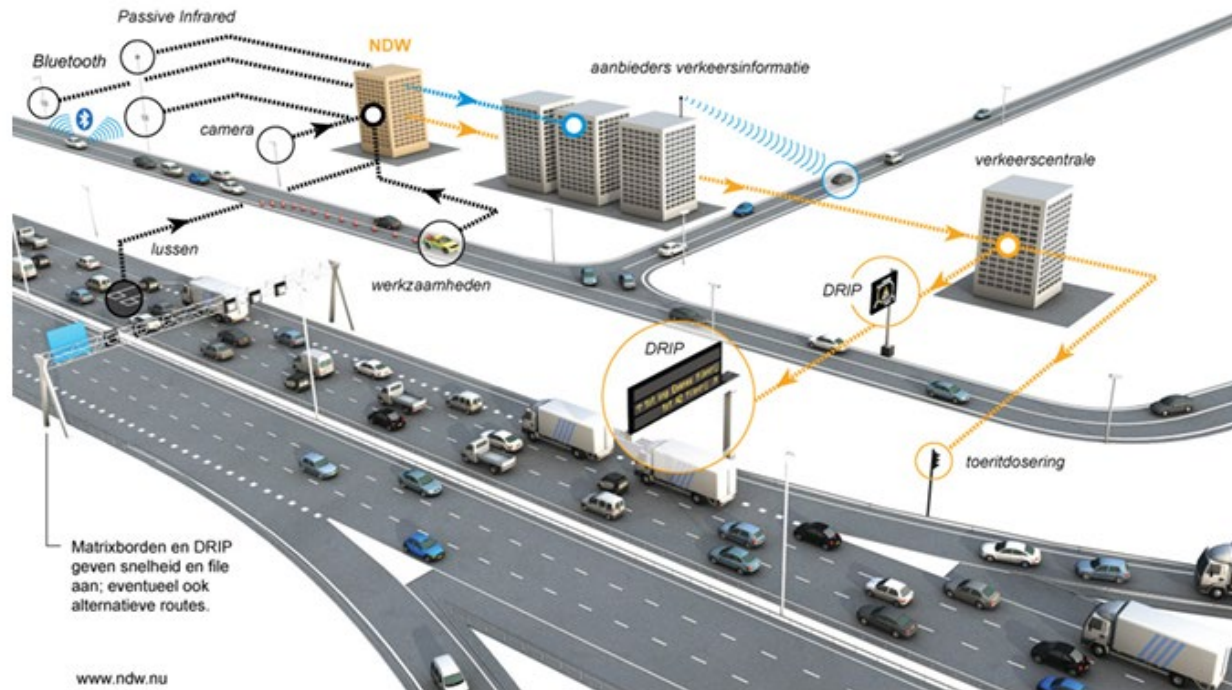
- How to fuse traffic information from two sources:
 1. Datastreams of traffic on the road sensed by Ministry of Transport by sensors along the road as inductive loops, surveillance cameras, emergency numbers
 2. Datastreams of traffic on the road sensed by private companies as Google and TomTom, via sensors in the cars, smart phones and social networks

Control rooms, inductive loops, cameras versus Smart phones in the cars

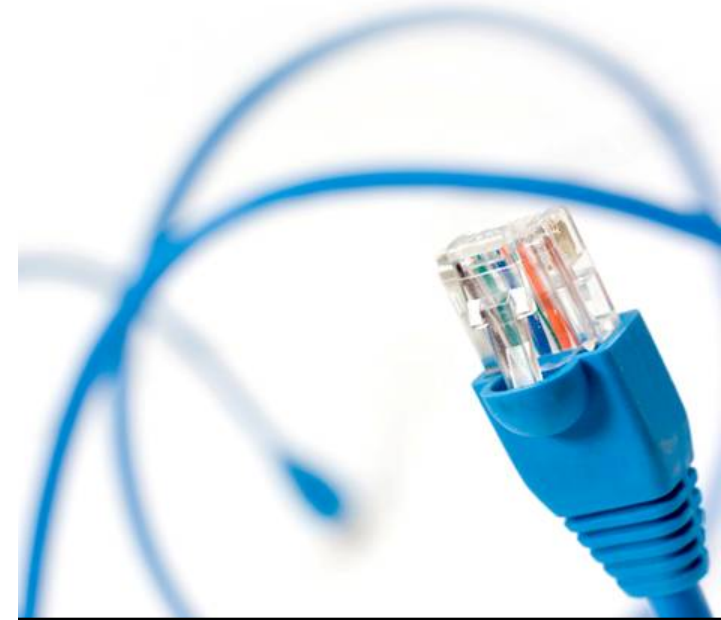
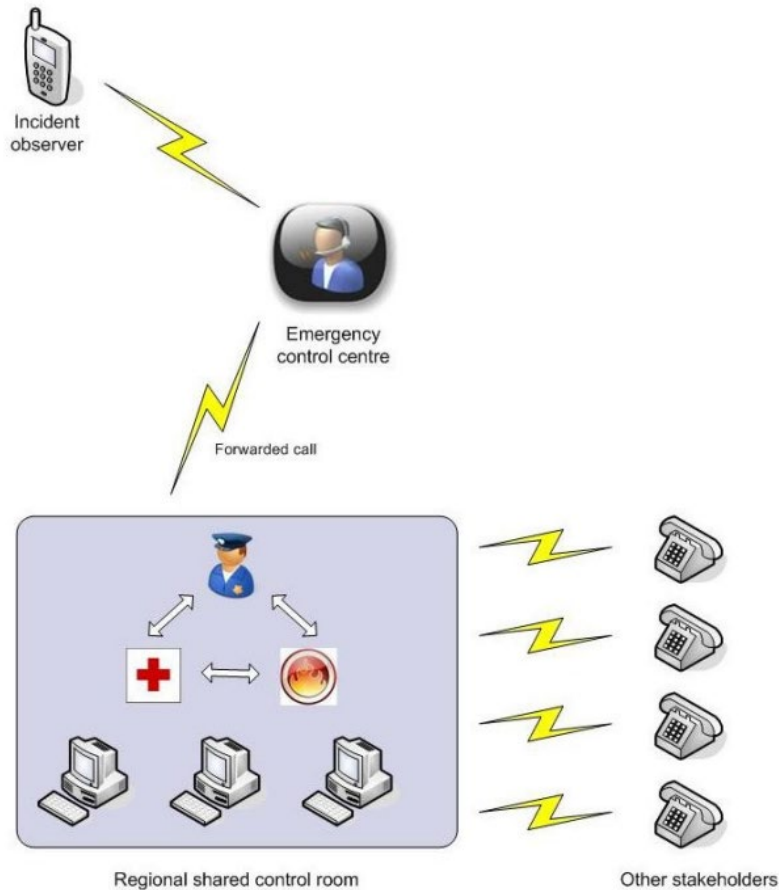


Dutch Ministry of traffic installed huge infra structure as inductive loops, drips, cameras

Verkeersgegevens up-to-date



Emergency assistance to cardrivers starts with an emergency call, forwarded to Traffic Information centers, activate police, firebrigade and medical help



How to clear the way and transport vehicles and victims in case of Hazardous breakdown or Traffic accidents



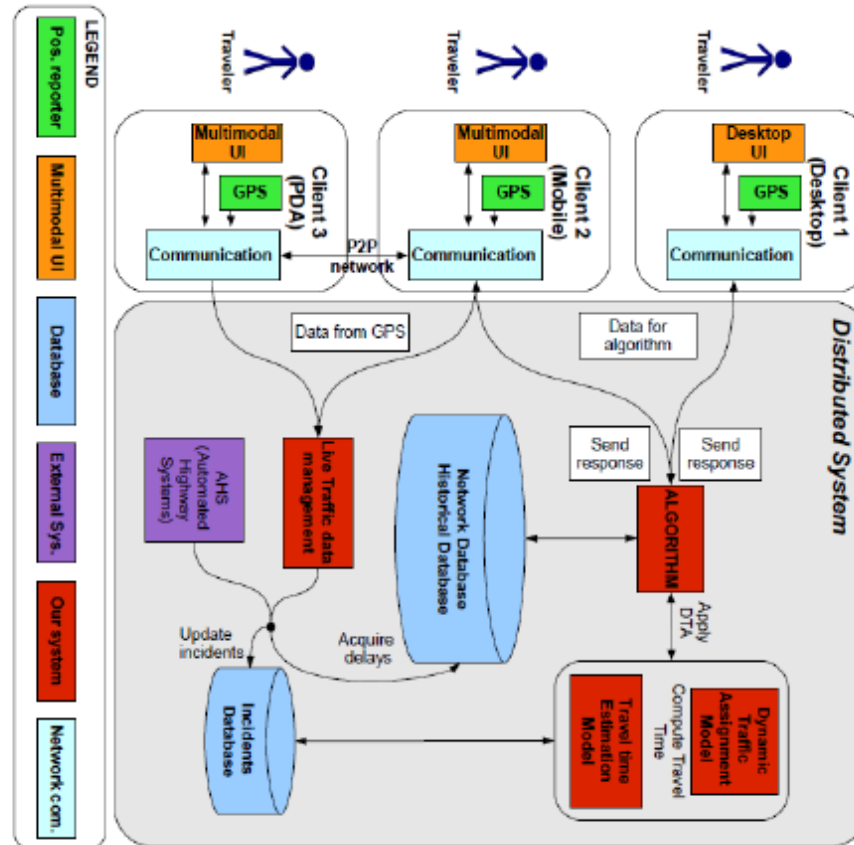
Recent, ongoing European projects

TU Delft and CVUT Prague is involved on European projects focussed on the integration of governmental traffic data and data generated by private companies:



Personal intelligent travel assistant

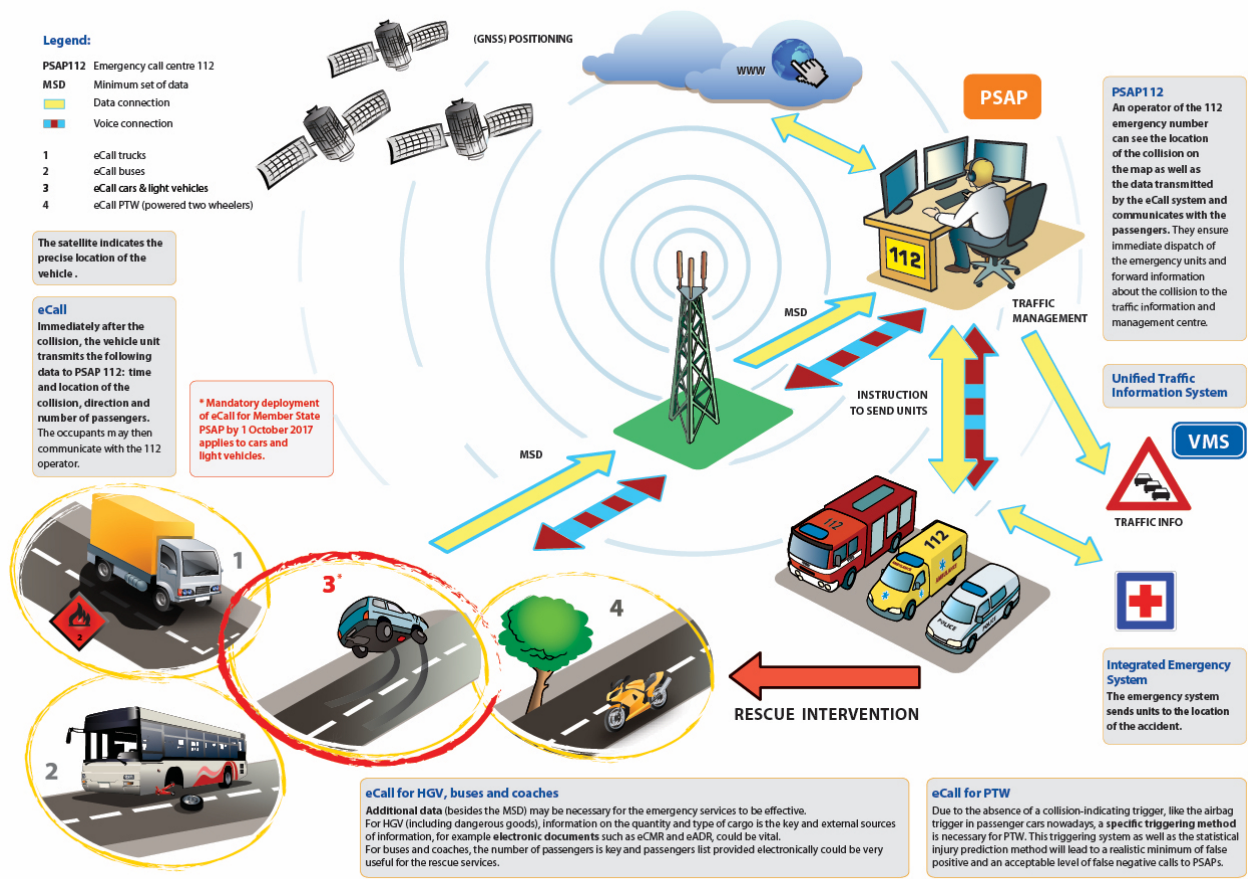
Personal Advanced Traveling Assistant



Social sensing in case of traffic incidents, crowdsource traffic data application

- Observers on the road may complete the data generated by sensors
- Waze is a routing device based on observations of co-drivers, installed by TUDelft
- Emergency call 112 start of traffic incident alerts
- Ecall112, automated generated emergency call generated by the car in case of an accidents

Ecall 112, automated generated emergency call in case of traffic accidents



Questions ??