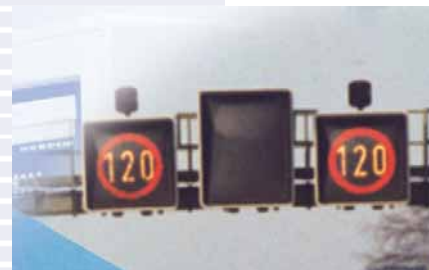
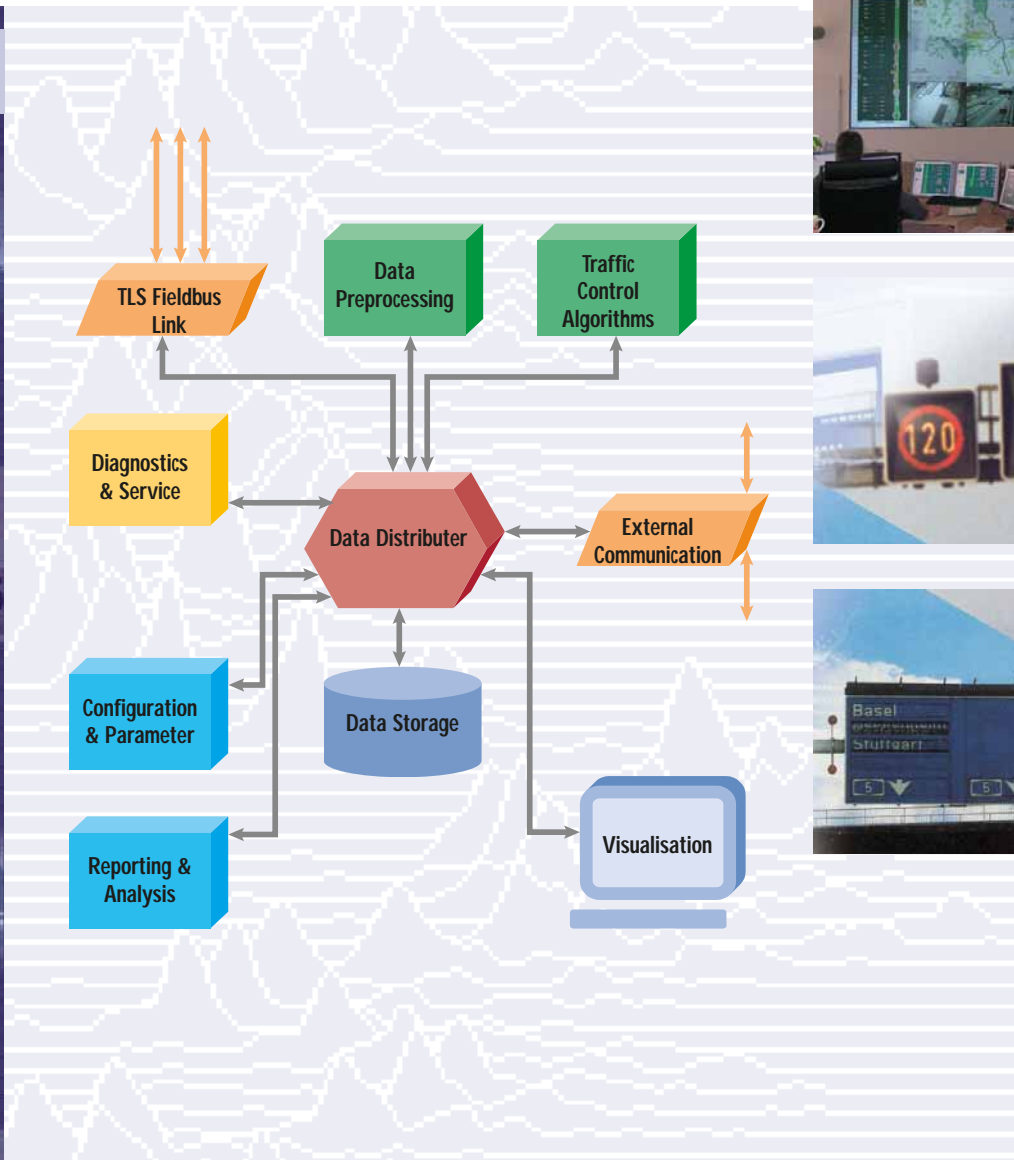


MAVE[®]-sys

interregional traffic control centre



integrates all kinds of sub-centres

uniform user interface

traffic control incl. tunnel control centres

MAVE[®] -sys

interregional traffic control centre

The complete solution for Bavarian highway authorities

The Bavarian integrated traffic control centre (TCC) provides monitoring, control, and management of all traffic control systems operated by the „Autobahndirektion Nordbayern“, which is the highway authority for about 2000 km of German highways:

- 7 fully equipped data collection subcentres
- 9 communication hub sites comprising several fieldbuses for roadside stations
- 7 section control subcentres
- 2 network control subcentres
- 2 tunnel interfaces according to German regulation RABT 2003
- integration of existing systems like roadworks management, trade fair traffic management Nuremberg, section control system Highway A6 Schwabach, and others

are integrated regarding data management, communications, operating and visualization, reporting into a regionwide system. All operating and reporting features may be freely configured, data export (e.g. for the German government, but also for traffic information centres and internet portals) is managed automatically.

As an essential feature the system enables the ability to configure the modular software: All existing or planned roadside equipment may be integrated by the operator, regardless of supplier and without any software adaptation. The same applies for extensions or upgrades like new subcentres, additional measurement or control equipment. Even the visualization of objects is generated automatically, only very few (e.g. geographical) exceptions require supplier support.

Advantages

- Simple and consistent monitoring and operating of all subsystems enables operators to draw fast and correct decisions, even under stress conditions.
- Consistent reporting regarding all available data enables consistent evaluation and planning, as well as providing of standard data for government and driver information systems.
- Subcentres and roadside equipment are integrated by supplier-independent interfaces. Existing and planned equipment may easily be integrated by the operator without supplier support.
- Integration of external systems is supported by interface building blocks.
- A modular and extensible software architecture relying on data and object distribution concepts and meta-modeling enables functional extensions or upgrades to the system, their benefit applies to the entire system.
- Tools and toys like simulation algorithms, traffic engineering tools, research and development projects get unified and useable interfaces to the “real world” managed by the system.

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