

***Welcome to the
MOBIRIS Mobility Center of
Mobiel Brussel :: Bruxelles Mobilité***





► Overview

Presentation MOBIRIS

- General introduction
 - Technical installations
 - Traffic management
-
- Visit operator room



► General introduction

Management of traffic & technical installations =
regional competence in Belgium

- ◉ Flemish Traffic Center (Antwerp)
- ◉ Walloon Traffic Center PerEx (Namur)
+ *Tunnel Center 'Cointe' (Liège)*
- ◉ Brussels Mobility Center MOBIRIS





Mobility in Brussels

- administrative capital of Europe and other international institutions
- largest employment area in Belgium
- more than 1,1 million inhabitants
- 19 municipalities, 6 police zones and 1 Region on 162 km²
- more than 50% of all jobs are occupied by people who live outside Brussels
- commuter traffic more than doubled over the last 20 years



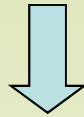
The MOBIRIS-Center was set up in 2003 with 3 main objectives:

- ▮ increasing road safety
- ▮ optimisation of the use of different means of transport
- ▮ improving livability in the city



Mobiel Brussel :: Bruxelles Mobilité

(Mobility & Public Works)



Mobility Center

- Traffic data & Simulations
- Infrastructure en IT-systems
- MOBIRIS-Center



Road hierarchy

Regional road network (320 km)

A. highways (13 km)

B. metropolitan roads

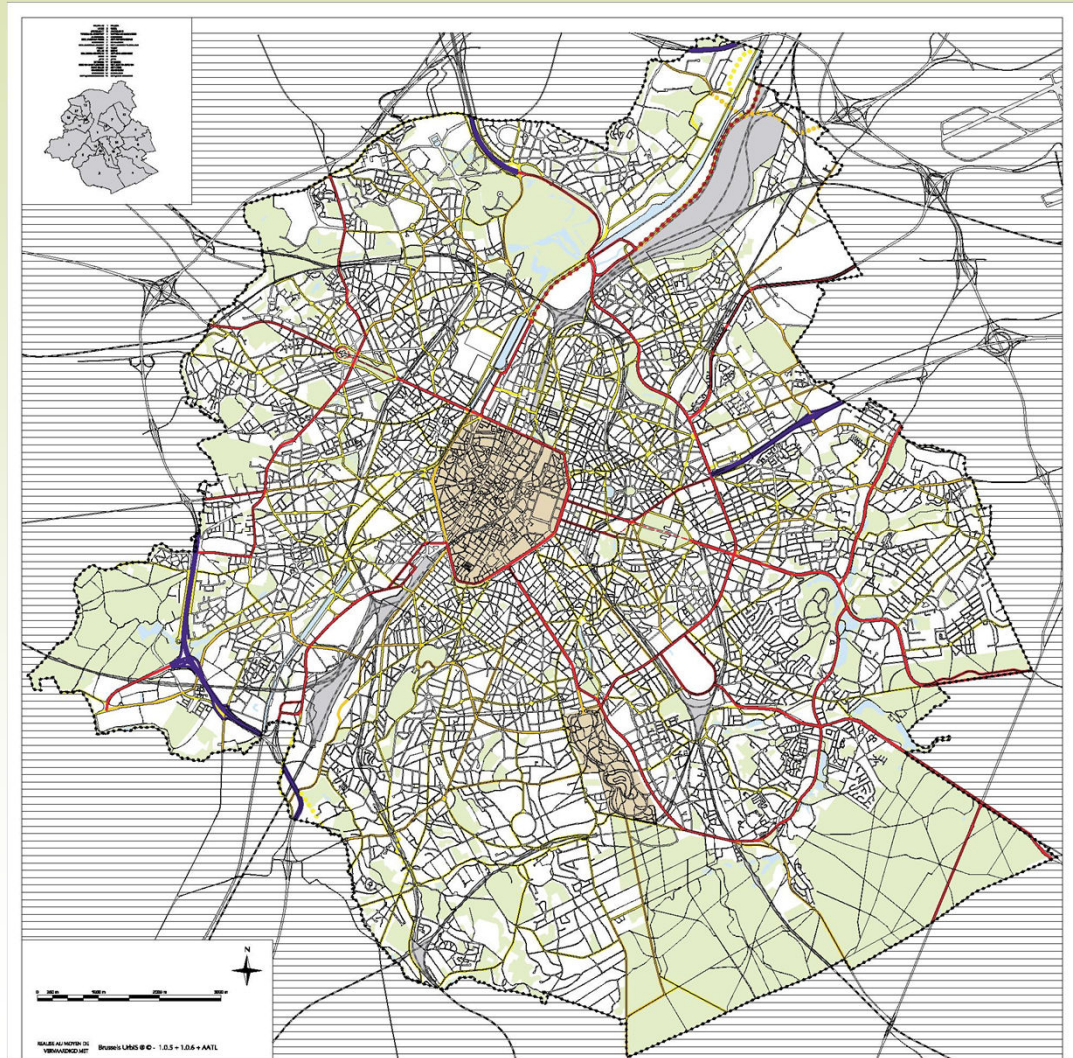
C. main roads

neighbourhood connecting network

small local road network

Regional Mobility Plan:

Priority 8: Real time mobility management
and traffic information distribution





General introduction

MOBIRIS is 24h/24 and 7d/7 operational

Main tasks

I. Traffic management

→ Traffic control, incident detection, information distribution

II. Management technical installations

(control of electromechanical installations in tunnels, on highways, bridges & viaducts and other roads)

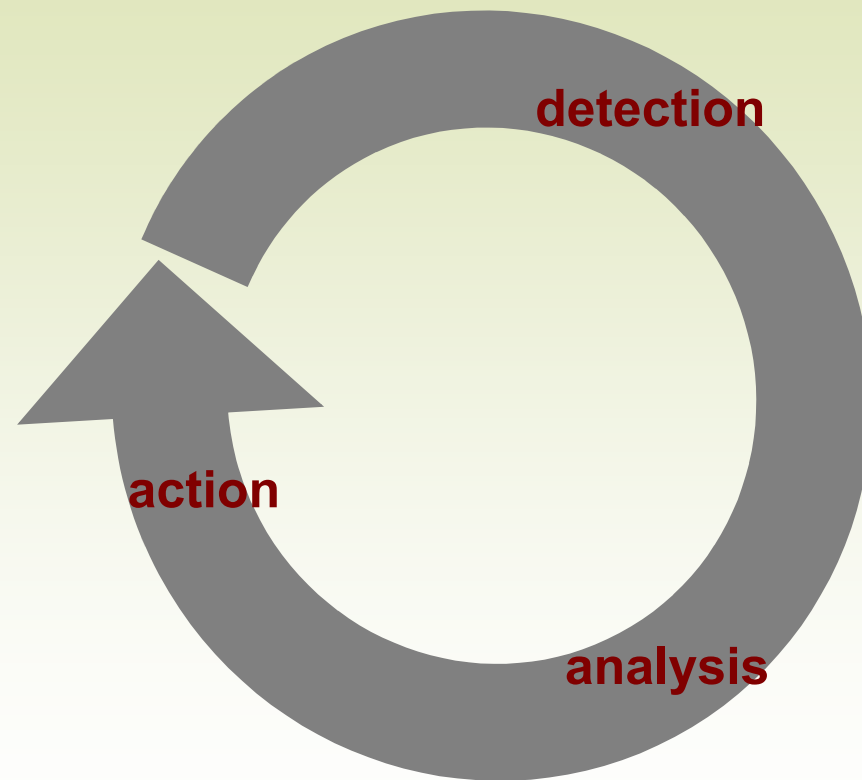
ALWAYS 2 operators present: **1 Traffic + 1 Technical**

The crew of the MOBIRIS-Center is outsourced to a private contractor.

They are controlled by 1 civil servant of the public administration



During an incident:





Technical installations

EU-Directive Tunnel Safety (2004)

March 24th, 1999: accident Mont Blanc Tunnel

- Tunnels on the TER-network
- Longer than 500 meter
- Brussels: not compulsory
 - Fire walls
 - Emergency exits
 - Smoke and fire detection
 - Ventilation systems
 - Lighting systems
 - Fire extinguishers and emergency phone booths
 - Permanent water supply
 - Rebroadcast radio signals + Break In
 - Automatic Incident Detection
 - **Operational Tunnel Center**
 - ...

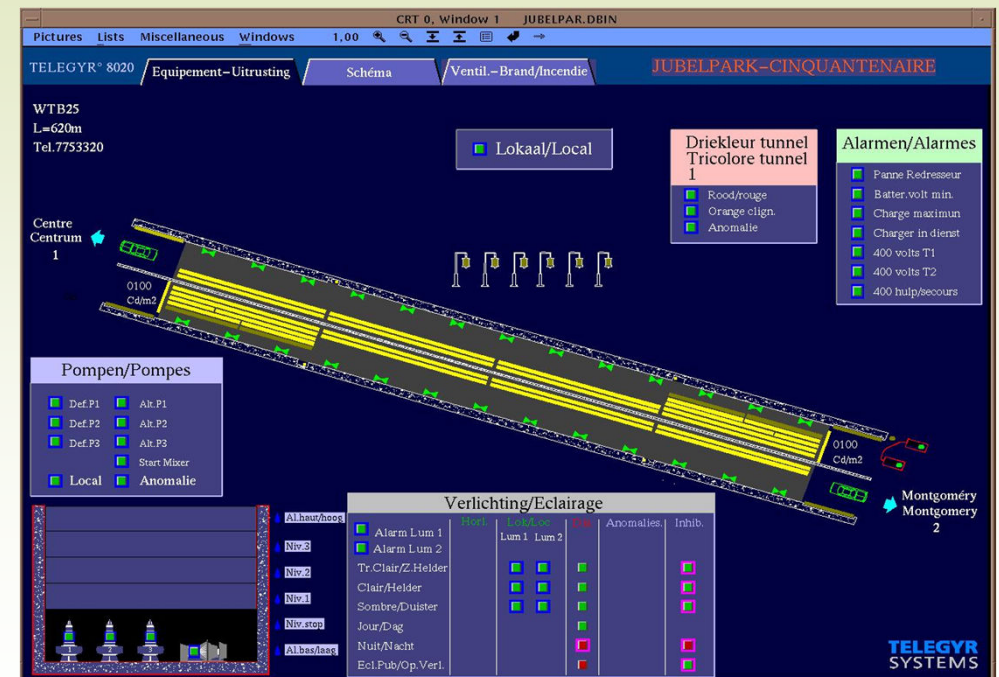


Technical installations

- Assure an optimal road safety by efficient technical installations

15 km Brussels tunnels + viaducts
13 km highways

- CCTV-network (+400)
- Emergency phones (most tunnels)
- Fire detection (temperature)
- Induction loops (speed, density & intensity)
- Lane management (longest tunnels)
- Closing tunnels
- VMS
- Ventilation (3 systems)





Traffic management

EU-Directive ITS (2010) – *Intelligent Transport Systems*



- essentially on the TER-network:
 - Real Time Travel time information (pre-trip & on-trip)
 - Traffic management (road safety, VMS-harmonisation, ...)
 - Freight management (parking facilities, industrial areas, ...)
 - ICT-collaboration (DATEX II, RDS-TMC, C2C & C2I, ...)
 - *R&D Study Groups*



Traffic management

A. Traffic control

- Visual detection via CCTV
- Speedcameras
- Loops

15 km Brussels tunnels + viaducts
13 km highways

B. Incident management

- CCTV
- Traffic jam detection
- Emergency call phone booths or from our partners
- Fire detection tunnels

C. Road works management

- Administrative admission (decrease inconveniences, ...)
- Information from contractors
- Non-admit road works

D. Event management

- Briefing by police
- Collaboration with public transport operators





Future traffic management

A. Travel conditions *(pre trip & on trip)*

- * C2I-systems (ANPR, Bluetooth, ...)
- * Floating Car Data
- * multimodal travel time information
- * on board navigation systems, smartphone applications, ...

B. Incident Management

- * AID
- * emergency services (in MOBIRIS, exchange traffic cameras)
- * incident routes + central traffic lights control
- * FAST Intervention Team (broken vehicles, ...)
- * VMS, lane management, ...



Future traffic management

C. Road Works management

- * structural implementation of means to decrease inconveniences
- * simulation of effects of road closures
- * mobility studies

D. Event Management

- * distribution of multimodal travel information
- * collaboration with event organisation
- * pre trip: access to public transport
- * on trip: available parking facilities



Thank you for your attention!

