Our presentations at the congress

Tuesday 23 October 2012, 16.00-17.30
Schubert 5 Room
Matthias Körner, Determination of turning rates using Floating Car Data

Tuesday 23 October 2012, 16.00-17.30
Business Suite 2 Room
Klaus-Peter Döge, Experiences with video-based parking space surveillance

Wednesday 24 October 2012, 11.00-12.30
Business Suite 1 Room
Andreas Kretschmer, Mobile services of social networks and their potential for traffic management and real time traffic information

Wednesday 24 October 2012, 14.00-15.30
Stolz 2 Room
Andreas Kretschmer, The traffic management system VAMOS - from research to regular operation

Wednesday 24 October 2012, 14.00-15.30
Schubert 1 Room
Christian Gassel, Cooperative traffic signals for energy efficient driving in tramway systems

Thursday 25 October 2012, 14.00-15.30
Stolz 1 Room
Robert Oertel (co-author Mario Krumnow), Microscopic real-time simulation of Dresden using data from the traffic management system VAMOS

Friday 26 October 2012, 11.00-12.30
Business Suite 1 Room
Matthias Körner, 3x benefit by local competence – direct use of Taxi-FCD to generate road traffic messages

Meet us at the exhibition

Kapsch
B20
European Commission
C20
Deutschland Group
B35
ICAR Support Network
C30
ERTICO
D30
Deutschland
B45
VISITOR & EXHIBITOR RESTAURANT
ITS France
D40
B55
Hall B
D51
D51

Contact

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Simulation
- Operational benefits of intelligent traffic signal preemption for public transport
- Energy efficient driving in combination with traffic light control
- Fast integration of new lines (track, timetable, signal, vehicle properties)
- Visualisation of track, passenger exchange and signalling systems
- Effects of running time margins for reduction of tractive energy consumption
- Energy-optimised timetabling
- Potential of stops on demand

Piloting
- Data procurement/railML
- Interfaces to ITCS (VDV 45x) and Road Traffic Management Systems
- Interfaces with cooperative traffic lights
- Development of prototypical driver advisory systems for energy efficient and anticipatory driving
- Application of driver advisory systems in regular operation (heavy rail, light rail and tramway systems)

Evaluation
- Operation and conflict analysis from historic data
- Comparison of manual runs and runs with advisory systems
- Reconstruction of speed profiles

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**Graphs:**
- **Simulation Graph:** Shows comparison of speed profiles with and without advisory system.
- **Evaluation Graph:** Shows relative frequency of energy consumption with and without advisory system.