Protocol 5th Advisory Board Meeting

Topic:	5th Advisory Board Meeting
Venue, date, time:	BMVIT, Vienna, 14.12.2011, 09:30 – 12:30
Participants:	G. Emberger, I. Ripka, U. Leth, M. Schumich (IVW, Vienna UT), B. Bezák, M. Ondrovič, G. Bálint, J. Ivanko (STUBA), C. Koren, B. Horváth, D. Miletics (SIU), Th. Spiegel, R. Kirnbauer, B. Zimmermann (BMVIT), P. Ľos (MDVRR SR), R. Riedel, P. Holzapfel (MA 18), V. Mikuš, T. Schlosser, J. Zálesňáková (City of Bratislava), R. Michalek (B-MOBIL), St. Bruntsch (VOR), P. Války (BID), Ch. Obermayer (komobile), R. Pompl (ASFINAG), H. Schwabe (ÖBB PV)

09:30 – 10:00   Welcome (Th. Spiegel)

10:00 – 10:25   Progress Report SK (M. Ondrovič)

10:25 – 10:40   Progress Report AT (I. Ripka)

10:40 – 11:05   Coffee Break

11:05 – 11:20   Demand modelling with VISEVA (M. Schumich)

11:20 – 11:35   Demand modelling with VISEM (I. Ripka)

11:35 – 12:00   Identified issues (G. Emberger)

12:00 – 12:30   Comparison of 2 scenarios (I. Ripka)

9:30   Welcome (Th. Spiegel)

Th. Spiegel welcomes all participants to the Austrian Ministry of Transport, Innovation and Technology. The Ministry is very interested in the progress of the Transport Model AT-SK, as well as the two related projects BRAVISSIMO (cross-border mobility survey in the VKM AT-SK project area, conditional approval) and SETA (transport model in a different resolution within the SEE program). The data collected in the BRAVISSIMO project will be implemented in the VKM AT-SK as soon as they are available; a cooperation with the SETA project is planned.

G. Emberger thanks the BMVIT for hosting the meeting. He raises the question whether to combine future Advisory Board Meetings in order to use synergies. For the participants this would mean simultaneous interpretation (DE, SK, HU) or a switch to English as working language. G. Emberger further emphasizes the scientific

interest in the project and the need to match both projects on a high level as soon as possible.

10:00   Project Report (M. Ondrovič) *

M. Ondrovič presents the results of the mobility survey realized in two major Slovak cities (Malacky, Piešťany). He also shows which data will be use to calibrate the model as well as further steps in the project.

R. Pompl is interested in the sampling procedure. B. Bezák explains that for 2 cities there is a representative sample of about 5% of households which were interviewed. The survey personnel had the task to determine a representative range of households concerning age, sex and profession of the HH-members. G. Emberger puts it straight, that this was only a survey for testing reasons, not having the financial resources to do a comprehensive survey. B. Bezák adds, that all HH-members > 6 were questioned.

R. Pompl's question concerning the analysis of ASFINAG-data with regard to the distribution of traffic volumes will be discussed in private due to temporal limitations.

10:25   Progress Report (I. Ripka) *

I. Ripka presents the progress since the last ABM. The demand model was calibrated with data from the HH-survey. The PT-calibration is still missing. The net was further improved by eliminating various errors such as missing connections, exit points, etc. A reduction of the number of zones is planned. As a first step the zones were aggregated into main zones.

R. Riedel questions the reduction of zones because there is a general trend towards the opposite direction. I. Ripka replies that the main reason for the aggregation of zones is the visualization during the calibration process.

R. Riedel asks further whether the external or internal VISEM is used. Currently the switch from external to internal VISEM is being made – with all its challenges and drawbacks.

R. Riedel's next question is about the intense connections between Vienna and Bratislava and how an overestimation is prevented. – The task at hand is the assessment and implementation of a border effect (impedance), which will be studied

in the course of a scientific thesis. Currently this impedance is implemented via 4 different sets (Vienna-core, Vienna-hinterland, Bratislava-core, Bratislava-hinterland) for each behavior-homogenous group.

10:40 Uhr   Coffee break

11:05 Uhr   Demand modelling with VISEVA (M. Schumich) *
M. Schumich presents the current state of the VKM AT-SK demand model VISEVA. The model is working, with the calibration still underway. The next steps are the calibration and the implementation of the border impedance using external matrices. R. Pompl wants to know how the transit and freight traffic will be implemented. This will be done for transit by underlying a matrix drawn from the BMVIT-model or an OD-matrix generated from the ASFINAG toll system. The freight traffic can be adopted from the SETA-project or again from the BMVIT-model. R. Kirnbauer adds that the freight matrix (BMVIT) is not up-to-date (pre-crisis) and cannot be updated or projected trivially.

11:20 Uhr   Demand modelling with VISEM (I. Ripka) *
I. Ripka shows a comparison of the 3 demand models available within the PTV software – 4 step model, VISEM and VISEVA. Despite identical input parameters the 3 models produce quite different results. From a scientific point of view it would be interesting to investigate the source of these differences. R. Kirnbauer asks, if systematic difference could be made out between the models, also in comparison to TRAFICEM. Ch. Obermayer also grants the consortium the possibility to test the TRAFICEM model with the same input parameters as the VISEM and VISEVA models. However he doubts that such great differences can originate from the models when using identical utility functions in distribution and mode choice.
R. Riedel states that when calibrating the behavior and when the mode choice and trip length distribution are known, such large differences cannot occur.
P. Ľos suggests that different choice models are uses.

11:35 Uhr   Identified issues (G. Emberger)

Various unforeseen problems arose during the modeling process so far. The integration of VISEM into VISUM war far from trivial, as the formulation of impedance and utility functions have changed in the new internal VISEM. G. Emverger wants to know which demand models the members of the Advisory Board use for their models. – See table.

	VISEM	VISEVA	TRAFICEM
ÖBB	x		X
Asfinag			X
VOR		x (in progress)	
Komobile			X
MA 18	x (> 10 years)		
BMVIT			x own development, to be able to adapt to users' needs
MDVRR		x with pre-defined behavioral data, as no survey exists	
City Bratislava	x calibration in VISUM, no behavioral data		

G. Emberger points out that the lack of a demand model and too intense calibration prevent control mechanism-sensitive models. The VKM AT-SK model is also designed to compare existing models and to make the results available to the interested public.

T. Schlosser announces that the city of Bratislava will tender the development of a transport master plan in 2012. For the next year a comprehensive survey for the whole city is planned. The model should be finished in late 2012 and also comprise of parts of Burgenland and Györ-Moson-Sopron. Valid prognoses should be available in 2013.

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12:00 Uhr   Comparison of 2 scenarios (I. Ripka)

I. Ripka presents two scenarios in Bratislava that should illustrate the range of applications of the VKM AT-SK.

      1. PT-tunnel connection Petrzalka and the city center

      2. Ring road D4

G. Emberger reminds the members of the Advisory Board, that the main purpose of the AB is knowledge exchange and knowledge transfer and invited the communes and ministries to point questions at the consortium.

R. Pompl points out that one has to determine the expected control-mechanism sensitivity soon.

G. Emberger emphasizes the role of the universities as officials in charge, as they can produce objective results.

Ch. Obermayer questions whether VISEM or VISEVA can adequately model parking management (TRAFICEM can). G. Emberger anwers that it can be tested at least. R. Riedel points out that the city of Vienna wanted the implement parking management for a long time, but it was not possible to do in VISEM properly. According to a PTV seminar in Dresden, this should be made possible in one of the next versions via the attribute "duration" of an activity.

12:30   End of meeting

All contributions marked with * can be found on the project homepage.

For details concerning the presentations please download the slides from:

http://www.ivv.tuwien.ac.at/forschung/projekte/international-projects/vkmat-sk0.html
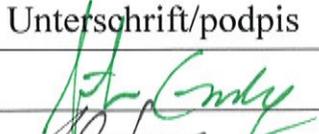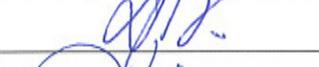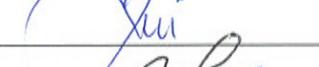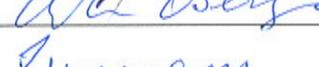

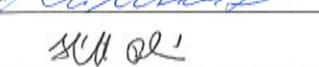   U.L., M.S.

Anwesenheitsliste – Verkehrsmodell AT-SK
5. Fachbeiratssitzung, 14.12.2011, 09:30 – 12:00, BMVIT, Wien

Prezenčná listina – dopravný model AT-SK
5. zasadanie poradného zboru, 14.12.2011, 09:30 – 12:00, BMVIT, Viedeň

	Name/meno	Organisation/organizácia	Unterschrift/podpis
1	EMBERGER Günter	TUW – IVV	
2	SPIEGEL Thomas	bmvit	
3	KIRNBAUER ROMAN	bmvit	
4	HOLZAPFEL –	MA18	
5	Roman RIEDEL	MA 18 Stadtplanung Wien	
6	Bystrik BEZÁK	STMBA	
7	Milan ONDROVIČ	STUBA	
8	Ján Ivanko	STUBA	
9	Gabriel Bálint	STUBA	
10	Peter Los	MDVRR SR	
11	Vladimír Mikuš	Magistrát BA	
12	JANA ŽELEZNÁKOVÁ	HMB	
13	JÁN SCHLOSSER	HM Bratislava	
14	CHRISTIAN OBERMAYER	komobile	
15	BARBARA ZIMMERMANN	bmvit	
16	DANIEL MILETICS	SIU	
17	BALÁZS HORVÁTH	SIU	
18	Csaba KOREN	SIU	
19	POMPL, Ronald	ASFINAG Service Gesellsch. Verk.- MM	
20	ROMAN MICHALEK	Monitorobzentrale Bgld	
21	Schwabe, Heiko	ÖBB Personenverkehr.	
22	RIPKA IGOR	TU WIEN	

23	MICHAEL SCHUMICH	TU WIEN
24	ULRICH LETH	TU WIEN
25	Stefan Bruntsch	VOR
26	PETER VALKY	BID