

ROADIDEA PROJECT
VENETO REGION “FOG PILOT”

**1ST USER MEETING -2 JULY 2009 –
DISCUSSION AND QUESTIONNAIRE REPORT**

The main objective of the Fog Pilot is to set up a system which allows possibly large end users groups to access visibility information in real time as an important element for their pre-travel or on-route decision making process. In order to present and promote the pilot, several potential end users have been contacted by telephone and invited to the 1st UserMeeting. To the interested end users was previously sent a brief description of the ARPAV fog alert pilot and a questionnaire aimed to identify specific interests and needs.

The 1st UserMeeting was organized for the 2nd July 2009 in Meteorological Centre of Teolo (PD). As reported hereafter in detail, at the meeting were present fifteen participants representative of different institutions such as Regional Civil Protection, highway and more road management and maintenance concessionaires.

List of Participants:

INSTITUTION	DELEGATES
Protezione Civile – Regione Veneto	2
ANAS S.p.A.	1
Autostrade per l’Italia	1
Autovie Venete	1
Veneto Strade S.p.A.	1
Autostrada BS-PD	1
Provincia di Venezia	2
Provincia di Treviso	1
Provincia di Vicenza (Vi-abilità SpA VI)	2
Provincia di Rovigo	2
Rete Ferroviaria Italiana	1
TOTAL	15

During the meeting was firstly presented a brief description of the ROADIDEA Project and of the ARPAV activities in the framework of the project. Then the speech faced more in detail the problems and the possible advantages related to the fog monitoring and the fog detection method proposed by ARPAV, the technical products and operational distribution aspects of the Fog Pilot and its possible applications. The next step was a discussion open to the participants that accounted both for the self-assessment questionnaire, both with the topic previously listed.

From the discussion and the questionnaire the following considerations and observations were identified:

- The main impacts of low visibility conditions on end users activities are the impossibility and/or troubles in maintenance and other activities, the risk of accidents, the slower traffic motion, the possible traffic congestion with the consequent users discomfort and the possible ice formation. For the majority of the road management concessionaires the impact of fog is relevant during all the day, whereas for the public transport and maintenance concessionaries the impact of fog is more relevant during the rush hour. Most of the users points out to suffer economical loss due to the discomforts derived from the low visibility conditions.
- In low visibility conditions, half of the institutions uses some procedures like road signage improvements in critical points and in work zones. In particular, with visibility less than 50 meters, one of the institution (Autostrade BS-PD) activates an emergency plan that provides for the disposal of vehicles and field staff in the critical areas. The other half declares the lack of whatever activities variation procedure in that such activities are set in advance and cannot be modified even following up information of reduced visibility conditions. So the knowledge of the fog spatial distribution is not of particular utility;
- All the road network management concessionaires consider useful the knowledge of the spatial distribution of reduced visibility conditions on the regional road network mainly to inform the end users. In particular, for the public transport concessionary of Rovigo Province it would be useful to give warning to the schools about the possible delays of the students morning travel. For some institutions it should be useful to organize the maintenance activities. For the Province of Venice and the National Rail Network it is not so useful to know it;
- A system of sms alert and internet are considered the most useful distribution way for a fog warning service;
- Concerning the willingness to economically contribute in making the fog alert system operative, half of the participants declares to need the consent of the relative institution top managers and/or of the administrative committees. An institution (Autostrade per l'Italia) is favourable to pay on the basis of reliability guarantee and service spatial distribution. Two institutions (Province of Venice and Province of Rovigo) are not favourable to pay. The first one because of the scarce resources available and the second one because of the private nature of the company that provides the public transportation of Rovigo Province;
- Some of the participants highlights the need of a well-timed information in order to give warning to the users. Two institutions (“Vi-abilità Vicenza Province” and “National Rail Network”) would be interested in information about ice formation. For someone else it would be more useful to forecast the presence of fog instead of its real time monitoring to preset the maintenance activities.