Integration of software management systems is one of the main factors in the optimisation of the overall transport system in the urban area. The effective use of transport resources is quite often strongly linked with the quality of communication and the efficiency of systems or people connecting users and the transport system. Moreover, current and future communication technologies are useful in this domain.

**Background & Objectives**

Staff attitudes were the biggest challenge. The drivers resisted the GPS system as they initially felt it would impose too much control on their work. There were several misunderstandings between drivers and dispatchers but the problems were solved eventually. These difficulties stemmed were rooted in a lack of information and poor understanding about the benefits of the system.

The key features of the projects in Ploiesti were:

- to improve the management of traffic within the city centre;
- to improve the quality of travel information;
- to reduce traffic congestion; and
- to increase the number of public transport users.

The measures concern:

- the development of a database for the public transport operator in Ploiesti;
- the establishment of a reliable data collection system to feed other information systems with real-time data; and
- the implementation of real-time, on-street information systems to help passengers.
Implementation

RATP Ploiesti has been implementing GPS system since December 2001 in order to introduce telematic innovations in dispatching. Forty-one buses were equipped with GPS and worked on two lines which crossed the centre of the city. The information gained through the GPS system was displayed on 10 real-time information panels located in the main stops.

In 2005 RATP Ploiesti became partner in a CIVITAS-SUCCESS project. One of the work packages in this project refers to telematics. Therefore, RATP continued its activity to implement GPS throughout its bus fleet. The European Commission, through the CIVITAS programme, co-financed this activity and, as a result, by the end of 2006, 156 GPS units were installed on buses and 28 panels were put up at stops. Since 2007 the entire bus fleet has been monitored via GPS and 38 real-time information panels have been placed at stops.

Conclusions

- It is very important to have a promotion campaign inside the company. Both drivers and dispatchers must understand their responsibilities as well as their benefits under the system.
- It is important to organise a training session to explain the dispatching system and its significant advantages compared with the old-dispatching method.
- It is very hard to change attitudes. Tolerance and openmindedness are key.

No new updates as of 2011.

Keywords

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