

What is the task of the City Logistics?

:r1 to ensure comprehensive transport serviceability in cities and their adjacent agglomerations,

:r2 to ensure the goods transportation between cities of two neighboring regions,

:r3 to ensure the goods transportation and supply to selected commercial centers.

:r1 ok

--

Who is involved in the effective operation (functioning) of the City Logistics?

:r1 Carriers, city residents and local authorities,

:r2 Carriers and city residents,

:r3 City residents, end-users, logistics service providers (carriers) and state administration and city government.

:r3 ok

--

What all can be included within City Logistics concepts?

:a(80x10)

:a Advanced Information System, Public logistics terminal - Urban distribution center, Underground transport systems, Optimization of vehicles for supply and use of environmentally friendly vehicles, The distribution by other types of vehicles, Restrictions of entry of selected types of vehicles, Charging for transport infrastructure, Night-time deliveries, Map for truck drivers, etc.

--

The principle of comprehensive transport serviceability is:

:r1 advanced information system and logistics operations optimization,

:r2 satisfaction of transportation needs of the residents and business entities in the given territory, i.e. passengers and goods transportation,

:r3 optimization of logistics and transport activities, involving a private company with the support of advanced information systems

:r2 ok

--

The system for positioning the trucks using the satellite navigation is called:

:r1 B2B

:r2 JIT

:r3 GNSS

:r3 ok

Write out some examples of city logistics solutions in world cities

:a(80x10)

:a Berlin, Bremen, Munich, etc. – construction of specialized logistics parks, intermodal terminals and distribution centers; Existing low emission zones: Italy - Rome, Sweden - Stockholm, Gothenburg, Malmö, Lund, Great Britain - London, Spain - Madrid, France - Paris, Denmark - Copenhagen, Italy - Milan.

--

What are low-emission zones?

:r1 an area where only vehicles meeting certain emission criteria may enter

:r2 an area where only vehicles meeting certain weight limits may enter

:r3 specialized objects which consolidate and de-consolidate goods

:r1 ok

--

What is a major problem in big cities?

:a(80x10)

:a Absence of necessary segregation between passenger and freight transport, Vehicles share the same transport network, Insufficient traffic planning - policy!, Congestion affecting traffic, Transport policy problems, parking, loading and unloading, etc.

--

Within the restriction or permission of vehicles entry to city centers, entry only for following vehicles may be permitted:

:r1 based on the issued license

:r2 certain types of vehicle, only at certain time intervals or on the basis of the issued license

:r3 based on the emission limits

:r2 ok

--

Define the term “map for truck drivers”.

:a(80x10)

:a Creation of this map helps navigate and orientate in the city. The map contains information about, e.g.: restriction of vehicle driving by weight, occurrence of supply and loading ramps, prohibition of trucks entry, preferred routes, etc. A detailed supply map allows optimizing the individual supply routes to a particular customer.

On which three types of transport can be divided transport in cities depending on the location of the sources and destinations of the routes?

:r1 network, organizational and operational transport

:r2 transport to civic amenities, recreation and employers' sector

:r3 transit, external and internal transport

:r3 ok

--

Which transport links in the city and their relationship to the City logistics are known?

:r1 transit links, external and internal

:r2 transport links to employers' sector, transport links to civic amenities and transport links to recreation

:r3 links for goods storage, links for goods loading and unloading, links for goods transportation from industrial objects

:r3 ok

--

What creates the transport system of the city?

:a(80x10)

:a transport networks, traffic organization and means of transport.

--

The process of dealing with the city's transport system can be summarized in four steps. Which ones?

:a(80x10)

:a a) optimizing the functional arrangement of the city that leads to the elimination of residual transport of all levels; b) reconstruction of existing elements of the current transport system, design and construction of new elements of the transport system; c) organizational measures and traffic

management that optimizes an utilization of transport corridors; d) regulation and restriction of certain modes of transport.

In the transport system of cities, the following parameters are taken into account most:

:a(80x10)

:a Transport infrastructure capacity, The intensity of vehicles when passing from one intersection to another, The vehicles movement speed between intersections, Parameters of streets, Capacity of parking slots.

--

According to the purpose, parking places are divided into:

:r1 parking place in residential zones, company parking place, roundabouts and parking place for vehicle stall;

:r2 parking place in residential zones, company parking place for employees and clients, parking place in front of public buildings and Park and Ride parking place;

:r3 company parking place, parking place for vehicle stall and Park and Ride parking place.

:r2 ok

--

Parking is:

:r1 placing the vehicle at a rest state (vehicle idle) outside the traffic lanes of the road

:r2 placing the vehicle at a rest state outside the traffic lanes of the road in the place of residence / location of the vehicle operator

:r3 area necessary to pull over or parking a vehicle (longitudinal, oblique and perpendicular).

:r1 ok

--

Define the term intersection.

:a(80x10)

:a From the point of view of the Graph theory, intersections are traffic nodes (junctions) within the transport system of the city in which individual roads meet (connect). They have their capacity, input and output edges and specific properties.

--

In terms of time aspect, traffic management can be divided into:

:r1 real-time, strategic, long-term and operational management

:r2 tactical, strategic, operational and long-term management

:r3 real-time, operational, tactical and strategic management

:r3 ok

Urban development takes place in successive phases of urban development. Which ones?

:r1 urbanization, suburbanization, desurbanization and reurbanization,

:r2 desurbanization, interurbanization, reurbanization, urbanization,

:r3 urbanization, suburbanization, desurbanization, reurbanization.

:r3 ok

--

Define the term "transport serviceability".

:a(80x10)

:a Ensuring the transport for all days of the week, especially to schools, public authorities, work (job), health facilities and to satisfy the cultural, recreational and social needs, including the transport to come back.

--

In terms of spatial perspective, transport serviceability of the city, in relation to local residents, transport serviceability can be characterized as follows:

:r1 the ability to carry a person within the desired area

:r2 the ability to carry a person within the desired time

:r3 the offer of free space in vehicles on the particular line at the required time and transport direction

:r1 ok

--

In most cities, transport serviceability is ensured by four basic modes of passenger transport. They do not include:

:r1 Individual car transport;

:r2 Railway passenger transport;

:r3 Air passenger transport.

:r3 ok

Modeling individual passenger transport can be divided into:

:r1 3 phases

:r2 10 phases

:r3 15 phases

:r1 ok

--

“Road lane” is defined as:

:r1 the basic part of the road section intended for one traffic flow of road vehicles or the main traffic lane of a one-way road

:r2 a sequence of all vehicles (or pedestrians) moving in the lane either in succession or in lanes side by side in one direction

:r3 a reinforced part of the road section intended for one traffic flow of road vehicles or pedestrians

:r1 ok

--

Define the term: “traffic flow structure”

:a(80x10)

:a The share of individual vehicle types from their total sum at a certain time period and observed road section

--

Traffic flow density is:

:r1 the share of individual vehicle types from their total sum at a certain time period and observed road section

:r2 the number of vehicles (pedestrians) on a particular road section at a certain time period

:r3 a sequence of all vehicles (or pedestrians) moving in the lane either in succession or in lanes side by side in one direction

:r2 ok

Transport-engineering instruments for transport modeling do not include:

:r1 tools for optimizing traffic devices

:r2 three-phases simulation tools

:r3 traffic simulation tools

:r2 ok

--

Planning and decision-making tools do not include:

:r1 AutoTURN

:r2 VISSIM

:r3 AeroTurn

:r2 ok

--

Tools for the transport demand analysis are focused on:

:r1 allocation of traffic load on a communication network

:r2 modeling journeys of individual vehicles over a given communication network

:r3 a visual presentation of outputs from simulations

:r1 ok

--

Models of traffic flow do not include:

:r1 mesosimulation models

:r2 nanosimulation models

:r3 analytical computational tools

:r3 ok

--

Define the "car following" model.

:a(80x10)

:a It describes the longitudinal movement and behavior of the vehicle in the traffic flow depending on the previous vehicle.

The most significant functional modules of PTV Vision modeling software do not include::

:r1 VISUM

:r2 VISAM

:r3 VISSIM

:r2 ok

--

Functional module VISEM is specialized in:

:r1 generating transport relations matrices and calculating the transport demand

:r2 multimodal modeling

:r3 modeling public passenger transport networks as well as individual car transport networks

:r1 ok

--

Options (usage) of PTV Vision software do not include:

:r1 optimization of traffic-projection intersections designs

:r2 microscopic simulations on motorways networks

:r3 macroscopic simulation of the journey of individual car transport

:r3 ok

--

Write out some other components of PTV Vision software.

:a(80x10)

:a VISEVA, INTERPLAN, INTERPLAN/select, VISUM-online, Traffic engineering workstation SITRAFFIC P2

--

Basic steps of the simulation study do not include:

:r1 data collection and analysis

:r2 generating transport relations matrices

:r3 simulation process proposal

:r2 ok

Basic concepts of logistics operation of cities and territories in the field of freight transport are basically two logistics technologies. Which ones?



:r1 GPS and Glonass

:r2 Hub and spoke and Gateway

:r3 IDS and P + R

:r1 ok

--

Technology Hub and Spoke is based on:

:r1 creating a map for truck drivers helping navigate and orientate in the city

:r2 software to support transport processes planning and management

:r3 the existence of a single logistics center from which the territory is operated by distribution roads (spokes)

:r3 ok

--

Technology Hub and Spoke operates with two transport circuits:

:r1 circuit of external transport and circuit of internal transport

:r2 circuit of transit transport and circuit of external transport

:r3 circuit of urban transport and circuit of suburban transport

:r1 ok

--

Logistics technology Gateway is suitable for the logistics operation of:

:r1 rural areas

:r2 large core cities

:r3 medium-sized or small agglomerations

:r2 ok

--

Describe some of the activities which take place within the Gateways

:a(80x10)

:a handling with consignment, consolidation and deconsolidation, including packaging, collection and distribution of consignments, etc.

Approaches to the city logistics issues and freight transport in cities do not include:

:r1 charging for transport infrastructure,

:r2 night-time deliveries,

:r3 implementation of a simulated plan.

:r3 ok

--

Specific goals that can be achieved by introducing the urban distribution center do not include:

:r1 creating a simulation model,

:r2 reduction of congestion, emissions of air pollution and noise,

:r3 increasing attraction to the area.

:r1 ok

--

Alternative fuels do not include:

:r1 CNG

:r2 diesel

:r3 hydrogen

:r2 ok

--

Currently, cargo trams are in operation in cities:

:r1 Rome and Brussels

:r2 Zürich and Dresden

:r3 London a Berlin

:r2 ok

--

Write out some information and telematics technologies applied within the city logistics

:a(80x10)

:a webpages; on-line route planners; driver/warehouse communication, driver/distribution center communication; warehouse information systems; fleet management; providing real-time information on traffic conditions and infrastructure; optimization of journeys.

In terms of performance assessment, local roads for motor transport are divided into:

:r1 four (functional) groups,

:r2 three (functional) groups,

:r3 five (functional) groups

:r1 ok

--

Hourly allowable intensity of local roads of functional groups C in both driving directions is:

:r1 400 veh./h,

:r2 500 veh./h,

:r3 300 veh./h.

:r3 ok

--

Surveys for detecting the traffic characteristics do not include:

:r1 directional survey

:r2 intensity survey

:r3 urban public passenger transport survey

:r3 ok

--

Forms of surveys execution do not include:

:r1 oral asking

:r2 simulation

:r3 inquiry

:r2 ok

--

Describe surveys depending on a monitored mode of transport

:a(80x10)

:a Road transport survey; Pedestrian traffic survey; Cycling traffic survey; Urban public passenger transport survey; Survey on crossroads and motorways; Verification surveys, etc.

In conditions of the Czech Republic, these sources of information regarding traffic intensity are available in particular:

:r1 long-term traffic counting, short-term traffic counting, using results from the standard TP 180.

:r2 long-term traffic counting, national traffic counting, using results of other traffic surveys

:r3 national traffic counting, using results of other traffic surveys, operational traffic counting

:r2 ok

--

Methods of performing traffic intensity surveys:

:r1 manual and survey using technical equipment

:r2 manual a written

:r3 polling and public

:r3 ok

--

To monitor traffic intensity, it is advisable to divide vehicles into these types:

:r1 A, B, C, D, E

:r2 A1, M2, N1, N2, O

:r3 O, M, N, A, K

:r3 ok

--

Describe the evaluation of traffic intensities survey.

:a(80x10)

:a Methodology for determining the estimation of annual mean of daily traffic intensity on the basis of a short-term survey is based on the conversion of the traffic intensity measured during the short-term traffic survey using coefficients characterizing the daily, weekly and yearly variations of traffic intensities.

--

Geographic Information Systems are:

:r1 tools for influencing the traffic flow in terms of routing its direction by the node or territory in order to optimize the transport routes capacity utilization.

:r2 it is a system designed to capture, store, manipulate, analyze, manage, and present all types of spatial or geographical data.

:r3 equipment for a complex solution of supplying the selected area.

:r2 ok

--

In relation to the concept of geographic information systems, also following term is known:

:r1 digital maps,

:r2 manual maps,

:r3 public maps.

:r1 ok

--

Three categories of spatial planning tools do not include:

:r1 Spatial Planning Documentation

:r2 Spatial Decisions

:r3 Spatial Surveys

:r3 ok

--

Define the term "spatial planning".

:a(80x10)

:a Spatial planning is a specific type of planning, sometimes referred to as environmental changes management. It focuses primarily on changes in the material components of this territory. It systematically and comprehensively solves its functional utilization, establishes the principles of its organization and coordinates materially and timely the construction and other activities influencing its development.