

tive session, the relevant information is exchanged in XML format between the DSS and the java server, while the app accesses the information through HTTP GET requests to the java server.

Thanks to the modular OPS's client-server structure, the java server can manage as many iPads as necessary according to the topology of the environment.

3. Technical evaluation of the OpS-UI

The entire SAVE ME system was tested at two pilot sites in June 2012: at the Colle Capretto Road Tunnel in Italy, an accident involving multiple cars was simulated in order to compare the effectiveness of egress with and without the SAVE ME system. A total of 32 participants from different age groups, equally divided into an experimental and a control group participated in the trial.

At the Monument Station of the metro network in Newcastle upon Tyne, UK, two runs of different evacuation scenarios were performed with a group of 21 participants. The participants were dispersed across the two platforms, according to a pre-defined pattern. This served to avoid a test situation in which too many participants would be found in the same spot and thus would share the same rescue path. Some participants took the role of mobility impaired users by adding the respective information in their user profile.

Users with real mobility issues did not participate in the test, due to security reasons.

In this pilot test, 10 iPads have been installed and their reliability and accuracy of the Operator Module were measured. The Operator Module never disconnected from the DSS during the entire time of the test, which means that it always displayed the real-time data provided by the other modules. These variables were also found to meet the quality criteria defined ex ante for the evaluation of the system. Thus, the OpS-UI was evaluated successfully and is thus ready for deployment.

4. References

- [1] Schweizerische Eidgenossenschaft (2011). Sicherheit im Tunnel - "Security in the tunnel" Gotthard-Strassentunnel - Official homepage <http://www.afbn.ch/Sicherheit-im-Tunnel.106.0.html>, last access on February 21st, 2011.
- [2] Färber B. & Färber B. (2010) Verhaltensanweisungen bei Notsituationen in Straßentunneln. Berichte der Bundesanstalt für Straßenwesen (BASt), M 212. Bergisch Gladbach: Wissenschaftsverlag NW.
- [3] SAVE ME Description of Work. EC Grant Agreement 234027. FP7-SST-2008-RTD-1