CLAIMS

1.- An supervision infrastructure (10) for a multimodal land transportation network, wherein, the multimodal land transportation network grouping together a plurality of monomodal land transportation networks, each monomodal land transportation network being equipped with an individual operating system (64), the supervision infrastructure includes a plurality of local supervision modules (60), each local supervision module (60) being associated with a transfer station providing an interconnection between at least two of said monomodal land transportation networks, performing a real-time traffic synthesis of the traffic at the associated transfer station, executing continuously a plurality of operating rules by using operating data from the real-time traffic synthesis so as to generate at least one setpoint, and sending said setpoint to at least one operating system of one monomodal land transportation network from among the monomodal land transportation networks interconnected at the associated transfer station,

wherein the supervision infrastructure (10) includes a global supervision module (20) sending to each of the local supervision modules (60) the plurality of operating rules that the local supervision module must execute, and

wherein the global supervision module (20) determines the plurality of operating rules that each of the local supervision modules (60) must execute based on an operating profile of the multimodal land transportation network, a profile corresponding to the implementation of an operating priority of the multimodal land transportation network.

2.- The supervision infrastructure (10) according to claim 1, wherein the operating priority is chosen from among:

- A priority given to a travel time of users through the multimodal land transportation network;
- A priority given to a flow of passengers through the multimodal land transportation network;
- A priority given to an energy consumption of the vehicles circulating on the multimodal land transportation network; and
- Other priorities developed by an operator of the multimodal land transportation network.

3.- The supervision infrastructure (10) according to any one of claims 1 to 2, including an operational data management module (40) aggregating information so as to determine a current state of a traffic on the multimodal land transportation network and comparing the current state with a preceding state so as to identify a characteristic event indicative of the occurrence of an overload on the multimodal land transportation network,

the global supervision module (20) deploying, based on said characteristic event identified, on the different local supervision modules (60), operating rules constituting countermeasures making it possible to avoid the occurrence of said overload.

4.- The supervision infrastructure (10) according to any one of claims 1 to 3, including a scenario database (52) associating a failure on the multimodal land transportation network with a plurality of operating scenarios of the multimodal land transportation network, and for each operating scenario, a set of operating rules, and a crisis management module (50) determining, when a particular failure occurs, an expected impact of each operating scenario of the plurality of operating scenarios associated with said particular failure on the state of the traffic on the multimodal land transportation network, so as to help an operator to choose the best operating scenario from the plurality of operating scenarios associated with said particular failure, the global supervision module (20) sending the operating rules associated with the best operating scenario to each of the local supervision modules (60).

5.- The supervision infrastructure (10) according to any one of claims 1 to 4, wherein an operating rule consists of keeping a second vehicle in a station as long as a first vehicle has not arrived at the station, as long as a retention time of the second vehicle does not exceed a predetermined margin.

6.- The supervision infrastructure (10) according to any one of claims 1 to 5, wherein an operating rule consists of acting on a travel time of a vehicle between stations and/or an assignment of one or several vehicles in order to maintain the best possible quality of service.

7.- The supervision infrastructure (10) according to any one of claims 1 to 4, wherein the global supervision module (20) operates in a mode selected from among a nominal operating mode, an overload operating mode, to avoid the occurrence of an overload at a point of the multimodal land transportation network, and a downgraded operating mode, to account for a failure on the multimodal land transportation network.