



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate C - Innovative & sustainable mobility
C.3 - Intelligent transport systems

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M E M B E R S T A T E S E X P E R T M E E T I N G

17 January 2014 Conference Centre Albert Borchette, Brussels

The Commission welcomed experts from the 13 Member States for this follow up meeting on the implementation of the delegated Regulation on priority action "e" Delegated Regulation N° 885/2013 on the provision of Information services for safe and secure parking places for trucks and commercial vehicles'.

This meeting had been organised in order to accompany the implementation process of Delegated Regulation N° 885/2013 on the provision of Information services for safe and secure parking places for trucks and commercial vehicles'.

Prior to the meeting, the European Commission had submitted a questionnaire to Member States in order to get feedback from them on the main elements of the delegated act and try to identify with them where clarifications would still be needed.

The objectives of the current meeting were:

- ✓ To exchange best practices on available provision of information services;
- ✓ To present the state of the art in terms of the European point of access and also to agree on a common description of static data on parking areas that would be used in this context ;
- ✓ To exchange on common concerns & steps taken so far;
- ✓ To identify potential issues for further clarifications.

Before starting with the presentations prepared by 3 Member States (The Netherlands, Denmark and France) to share their experience in relation to the implementation of some aspects of the Delegated Regulation, the Commission informed that only 9 Member States had replied to the questionnaire and two countries indicated that they would not deploy information services in the two coming years.

Input received from Member States in the course of the expert group meeting and in writing through the answers to the questionnaire can be summarised as follows:

1. Assessment body

Member States attending the meeting indicated that the nomination process of this body was not yet completed but rather in most of the cases in an early phase.

Some countries are considering appointing existing bodies already dealing with other ITS services such as EETS instead of creating a new body in charge of the assessment of compliance.

The Netherlands presented a first evaluation of the expected workload linked with the assessment body. NL was also able to quantify the cost linked with this function, the details of which were presented in the course of the meeting (see Annex for the slides of the NL presentation).

2. Collection of data and point of access

The collection of data and the national access point did not seem to raise any specific difficulties nor did attending Member States provide any comments on it.

In practise, the collection of data is usually linked to existing national data architecture. Member States indicated the necessity to first analyse the situation of parking places and the needs in order to make decision on the implementation of the Regulation.

A step by step approach seemed to be taken by some of them, starting with available information on public parking areas, leaving for a second phase information on private managed parking areas.

3. Availability of parking places and priority zones

How to calculate availability of parking places was discussed extensively, notably having in mind differences between the official number of parking places and the real number of parked trucks. The analysis of the capacity of parking places is leading to the decision of setting in place a priority zone. In this respect, France shared with the other Member States a methodology to assess these questions. Support slides were presented in this respect (see Annex).

The Danish representative also made a presentation based on slides, which focussed on the different technical approaches to count availability of parking places.

The Netherlands gave details about their own system based on floating vehicle data as input which is completed by estimates and prediction on occupancy rates (see slides presented in the meeting). The Dutch representative invited other Member States to participate in the same project.

4. European single point of access

DG MOVE explained the purpose of establishing a European Access point, which is to allow and facilitate the access to all national truck parking information collected in the Member States through a compiled file. It will be downloadable for every Member States, associations and private providers.

DG MOVE had circulated before the meeting a proposal on a description of security and services features on which information would be made available through the European single point of access.

A presentation was provided by DG MOVE with indication of the guiding principles behind this initiative.

Based on the discussion, it was agreed that the workflow and the available formats would be defined more precisely by DG MOVE notably thanks to the support of a core group of Member State's volunteers (BE, AT, DE, NL, DK).

Once the workflow is stabilised and the national data have been transmitted to DG MOVE they will be available via a web page under the Europa website linking to a collaborative website (WIKI).

This WIKI will allow Member States amongst others to chat:

- to comment and raise comments and questions concerning the priority actions of the ITS Directive
- to consult frequent asked questions

and amongst other import all European truck parking information (European Access Point)

The main steps of the workflow will be the following:

- ✓ National collection of parking data (including quality responsibility)¹
- ✓ Send parking description file in available format to EC
- ✓ EC receives file and checks coherence
- ✓ EC aggregates all European data received
- ✓ Importation access via web site to Member States, stakeholders and private providers

5. Harmonised description of static data on parking areas

The Commission explained the reason behind the proposal for a detailed and harmonised DATA description: make sure that the description is responding to the needs and is understood in the same way and provides the requested level of description.

This list has been distributed and checked with standardisation representatives and is in line with the coming DATEX standard update (2015).

In order to facilitate the description and exploitation of data concerning the security and services features on parking areas, additional information are proposed as a suggestion in order to facilitate the description, exploitation and dissemination of qualitative information for end users. In order to provide the best quality description for the start, the suggested list will describe precisely security and service features on the parking areas.

On the basis of the input received during the meeting, the DATA detailed description has been amended and will be sent after the meeting on the European access point (20 February 2014).

¹ See point 7 on liability

6. Clarification questions on the Regulation

Some questions were raised by Germany in written form and discussed during the meeting:

- In Article 7 of the regulation: What means "**Any change of situation**" shall be immediately notified"? What is a typical change of situation?

"**Any change of situation**" can be understood as any change having an impact on any truck or commercial vehicle driver's decision process (e.g. new security features, new sleeping facilities, availability of parking places...)

- What means Article 7 "**immediately notified**"?

"**Immediate**" can be understood as: as soon as the change of situation occurs and it is realistically possible to notify it.

- A discussion was raised by Sweden on the **liability regime of the collected data** describing safe and secure parking places for trucks and commercial vehicles?

After investigation the possibility of using a disclaimer seems the most appropriate. Such a disclaimer should be displayed on the website/database collecting data.

Conclusions

The Commission thanked the experts for their interest and dedication, especially those who agreed to share their experience and made a presentation in the expert Group meeting.

Since only 9 responses to the questionnaire were received, Member States that did not respond yet are still invited to provide information about their current situation regarding the provision of information services.

On the methodology, no common approach is yet in place. But this meeting allowed Member States sharing common concerns, specifically towards methodological approaches on priority zones. The WIKI will be a good instrument to further exchange between experts.

The questions raised will be addressed in a frequently asked question list.

The European access point will be finalised with the help of some Member States volunteers to finalise workflow and formats. A meeting will be set up in the coming weeks.