



**EXPERT MEETING**  
**PREPARATION OF A DELEGATED ACT**  
**TOWARDS SPECIFICATIONS FOR PRIORITY ACTION (E)**  
**PROVISION OF INFORMATION SERVICES FOR SAFE AND SECURE PARKINGS**

**DIRECTIVE 2010/40/EU - EXPERT MEETING**

**Summary records of the Meeting on the 16th November 2012**  
**TEN-T Executive Agency, Brussels**

*Chairman:* Mr. Pawel Stelmaszczyk, Head of Unit, DG Move C3,

*Participants:* See attendance list at Annex

**1. WELCOME AND TOUR DE TABLE**

The Chairman welcomed the participants in this specific meeting with experts appointed by the Member States, to follow the process of development of specifications under Directive 2010/40/EU ("ITS Directive").

This last meeting was dedicated to the specifications for **Priority Action (e) Provision of information and reservation services for safe and secure parkings**.

The Chairman confirmed that information (minutes, supporting documents, presentations) related to this expert group will be shared with all MS, whether able to attend or not.

These welcoming words were followed by a Tour de Table where all participants briefly introduced themselves and the institution they were coming from (cf. Annex).

**2. PRESENTATION OF THE AGENDA AND DISCUSSION ON IMPLEMENTING ACTS**

The Chairman gave an overview of the updated Agenda and the objectives of the day:

- Approval of the minutes of the meeting held on the 31 October 2012
- Re-opening of the discussion on working document on (specifications.).

The Chairman discussed the comments made on the minutes. The minutes were approved with the comments made.

The Chairman opened the floor to general comments from the Member States.

Comments were expressed on the specific situation of some Member States regarding the TEN-T. Some specifically indicated that on the roads belonging to the TEN-T they did not have centralized and complete system that provide users with general information about traffic, road safety and safe and secure parking. The Commission acknowledged this situation but answered that this should not prevent from implementing the service if the Member States wished to do so.

Some Member States experts, as last time, were of the opinion that the obligation to adjust implementations carried out before the entry into force of the specifications, with transitional periods if needed, could only be made via the legal act issued on the basis of the Art. 294 of the Treaty. This question was answered by the Commission during the last meeting and in the presence of a legal adviser, indicating that the delegated act was a regulation that applied to all, whether public or private and did not call for any specific legislation.

Some Member States experts expressed their fear for possible costs of the setting up of a single access point and for the administrative burden of conformity assessment. Other countries responded that it could be a light implementation in the form of a single website, referring links. The Commission answered that the feasibility of a European single access point could be investigated further. This received a very favourable feedback from Member states. This did not prevent indicated the Commission from using existing European single point of access like Transpark.

On the conformity assessment, the Commission answered that similar conformity schemes were already existed in Member States for product conformity assessment. The procedures defined for the present conformity of the information service had been simplified based on self-declaration.

### **Paragraph 1 Subject matter and scope**

A discussion was raised about excluding urban areas. The commission answered on the need to keep the scope as indicated.

### **Paragraph 2 Definitions**

#### **\*Safe and secure parking for trucks and commercial vehicles:**

A discussion was raised again on the exclusion of certain vehicles like buses and taxis. The Commission reassured that it was not possible since it was contradicting the ITS directive mentioning safe and secure parkings areas for trucks **and commercial vehicles**.

In order to be consistent with definition on data and information, the text was revised.

### **Paragraph 3 Requirements for service provision**

DATA: It was asked to revise the order of paragraph 3.1.2 and 3.1.3.

Some Member States experts indicated that in the “complementary information”, the text “level of security and quality” should be completed by “or the description of the facilities”, as it was agreed during the last meeting.

#### **\*Dynamic data on availability of parking:**

It was requested to replace all terms of "real time" by "dynamic". The Member States also discussed also the conditions for introducing the condition of implementing dynamic data as described in the recital should be introduced. In this, the last two conditions have been deleted since it was considered difficult to get reliable data on the number of thefts and the presence of trucks in urban areas on the Tern.

It was asked for the additional wording “when available”.

### **3.2 Sharing**

It was asked to integrate the service provider this paragraph. The term "marginal cost" is replaced by "reasonable cost".

Some Member States experts indicated that dynamic data should not be sent to the single point of access.

### **3.4 Quality management**

Reporting on the quality of dynamic data should be send to the conformity assessment body. The paragraph is slightly rephrased see specifications to facilitate the reading.

Paragraph 5:

Some Member States experts proposed that the conformity assessment would be only about information service and not data collection. MS proposed that the national body “can” make control randomly (instead of “shall”).

### **Paragraph 6 Reporting**

The reporting should be aligned with the general reporting on the ITS Directive.

The requisite figures to provide were revised to highlight the progress report and take into account that general surveys were costly and were conducted every 5 years on the average.

The term detailed is erased (point b).

### **Paragraph 7 Entry into force**

The transition period was defined as two years, consistent with action c.

## **Background**

The recital (background) was revised in order to change the position of the reference of the Council resolution on combatting and preventing road freight crime in the recital.

The description of conditions that could lead to implementing dynamic information was revised (see paragraph 3 above).

The description of the conformity procedure for Label security and service level was asked to be included in recital 11.

The Chairman indicated that a notice will introduce the delegated act, for the Parliament. This notice will present some figures issued from the study of the consultant. FR reminds that some of these figures were disputed by some Member States, during the first meeting of this group of experts.

The Chairman thanked the participants. A last round of comments will take place.

***COUNTRY LIST /LISTE DES PAYS PARTICIPANTS***

**Titre de la réunion/Meeting title: Directive 2010/40/EU – Towards Specifications  
(Delegated Act) for Priority Actions (e):**

**Date, time: 16 November, from 10h00 to 17h00 - Lieu/Venue: W910 0/41**

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