

URSA MAJOR 2

DATEX stakeholder workshop – Munich

Agenda

Start

10:00 on 10th October 2017

End

16:00 on 10th October 2017

Venue

Main building of
Autobahndirektion Südbayern
Seidlstraße 7-11
80335 Munich

Room K3
5th floor

Please note that the elevator does not attain the 5th floor
– please get off in floor 4 and use a passage into another staircase

Objectives

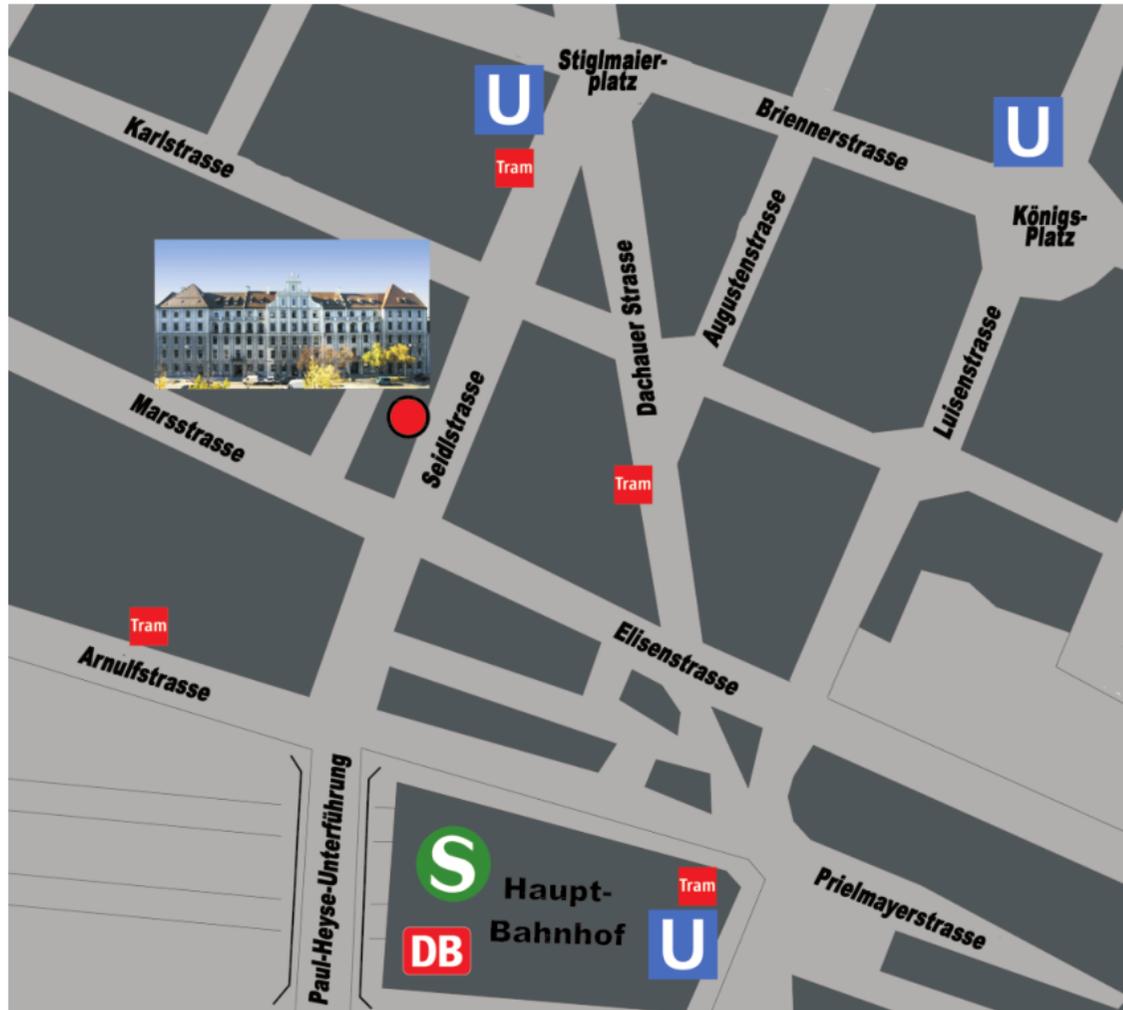
- Experiences with DATEX interfaces in URSA MAJOR regarding Delegated Regulation (EU) 2015/962
- Requirements from Service Providers and Road Operators
- DATEX interface demonstration

Time	Topics and referents
10:00	Welcome <ul style="list-style-type: none"> • Reiner Scharrer, Host • Jörg Freudenstein, UM2 Harmonisation-Taskforce
10:10	Status of the application and implementation of the Regulations <ul style="list-style-type: none"> • National perspectives on URSA MAJOR Corridor Bard de Vries, UM2 Harmonisation-Taskforce • European perspective Pedro Barradas, European Commission (via Video) • Other Stakeholders perspective Christian Kleine for TISA Wolfgang Kernstock for Crocodile Manuel Bernard, Zenuity for NordicWay - Illness
11:00	Coffee break
11:15	Service Provider Requirements on DATEX interfaces <ul style="list-style-type: none"> • Christian Kleine, HERE • Fabio Pressi, InfoBlu • Marco Renda, Softech
12:30	Lunch <i>It is possible that some presentations from the afternoon will be held before lunch.</i>

[See pages below for a more detailed description of the agenda topics](#)

13:15	<p>DATEX II interfaces in use on Road Operator side</p> <ul style="list-style-type: none"> Fabrizio Paoletti, Autostrade Tech S.p.A., Italia Vincent Buller, Rijkswaterstaat, The Netherlands Martin van Ekelenburg, NDW, The Netherlands Brane Nastran, DARS, Slovenia Jörg Dreier, Traffic Management Centre ASTRA, Switzerland Gottfried Allmer, ASFINAG, Austria Jörg Freudenstein, Germany
14:45	<p>Coffee break</p> <p>and</p> <p>Demonstration of DATEX interface with Slovenia Aleksander Žagar, REALIS, Slovenia</p>
15:00	<p>Interactive session to discuss the data interaction between Road Operators and Service Providers</p>
16:00	<p>Finish</p>

[See pages below for a more detailed description of the agenda topics](#)



Autobahndirektion Südbayern

Seidlstrasse 7 - 11
80335 München

Tel.: 089 / 54 552 0

Fax: 089 / 54 552 3200

E-Mail: poststelle@abdsb.bayern.de

Internet: www.abdsb.bayern.de

5 minutes walk
from Munich
main station

From the Airport, take line S1 or S8
to Munich main station (45 mins)

Hotel recommendations:

*** <http://www.augustenhotel.de/en/home.html> (350m)

**** <http://ana-hotels.com/diva> (operating since December, 500m)

Context and requested contributions of this workshop

Aim of the EU with the ITS directive is accelerating the deployment of ITS services in Europe. An important role for the road operators in this context is to provide their data in standardised (preferably DATEX II) format.

Two delegated acts are active now regarding the provision of traffic information/data from the road operators to service providers:

- Safety Related Traffic Information (information involved see Annex 1)
- Real Time Traffic Information (information involved see Annex 2)

The level of specification in the delegated acts is mainly based on functional information and the prescription to provide the information in DATEX II (sometimes with addition 'or similar'). This leaves room for a variety of technical specifications of the local implementations for the provision of data. Road operators are now looking how to setup the provision of their available data. The goal is to deliver it in a way that is useful and usable easily. The challenge is to find operational and technical criteria for 'useful' and 'usable'.

Major, pan European operating service providers have made clear that the use of standardised data profiles by the road operators would really help in creating a common understanding about the data provided and how this should be interpreted and passed on to the end user in traffic information- and dynamic navigation services in a seamless and interoperable way across borders.

The EU has assigned ITS-Corridor projects to build bridges between road operators and service providers to better understand each other in their aims and requirements. URSA MAJOR is such an ITS-Corridor project, (<https://ursamajor.its-platform.eu/>) in which road operators from Italy, Germany and the Netherlands work together on certain ITS topics (in close cooperation with Austria and Switzerland).

The URSA MAJOR corridor project organises a DATEX II stakeholder workshop where participating organisations will contribute to achieve a better mutual understanding on what is expected, available and what constraints exist for the road operators on one side and service providers on the other. If successful, this better understanding can be reflected by DATEX II data (sub)profiles which all are willing to support.

To achieve this the workshop addresses the following topics:

Status of the application and implementation of the Regulations

In this session, representatives of the URSA MAJOR corridor, the EU commission, TISA and the Crocodile corridor will provide an overview of the status of application and implementation and work in progress with regard to the delegated acts in their domain. The aim is to provide an overview of current status and plans on the organisational and tactical level in relation to the delegated acts. This way the public has a common understanding of the framework in which we operate.

Service Provider Requirements on DATEX interfaces

Several service providers will bring in their requirements with regard to the different datatypes. Service providers are asked to address also the following topics:

- Many ITS projects aim at new innovations in the domain. The standardisation of the information provision will also improve the existing information services. Explanations of what can be done already now or in the very near future, if the information is available in the right way with sufficient scope would be appreciated.
- Top 5 of the dynamic RTTI datatypes to support this
 - What are the required information elements per datatype (what is your perception what information you get when such a datatype is available). What constraints do you have on these information elements?

- What location referencing constraints exist?
- Explanation of the benefits for standardisation of the provided data in technical, logical but also financial terms and time to market.

DATEX II interfaces in use on Road Operator side

The road operators will present their experiences, current status and plans of their data provision and national access points in relation to the delegated acts on SRTI and RTTI. The way DATEX II profiles are determined upon is well organised in several countries. The way this is organised in combination with implementation terms etc. will be explained.

Road operators are invited to elaborate on the traffic management policies and purposes regarding the use of the provided information in the end-user services, with special attention to:

- What are the dynamic datatypes that are available or will be on short notice
- What information elements are available in structured data format (i.e. no free texts) in these datatypes. (the existing DATEX II profiles)
- What location referencing methods are supported

Demonstration of DATEX interface with Slovenia

In the coffee break, you will have the chance to see a live demo of DATEX transfer provided by a Slovenian Road-Operator.

Interactive session to discuss the data interaction between Road Operators and Service Providers

During an interactive session, we want to get an understanding of the priorities with regard to:

- What is the priority of datatypes to harmonise?
- Do we have a common understanding about what these different datatypes mean on a sufficient level?
 - what information elements are required
 - which constraints exist

If not what can we do to achieve this?

- Are there useful or logical combinations of datatypes in one profile?

During the day, participants are invited to collect themes and interesting topics for this last agenda point to discuss.

Annex 1: SRTI datatypes

- a. Temporary slippery road
- b. Animal/people/obstacles/debris on the road
- c. Unprotected accident area
- d. Short term road works
- e. Reduced visibility
- f. Wrong-way driver
- g. Unmanaged blockage of a road
- h. Exceptional weather conditions

Annex 2: RTTI datatypes

1. The types of the static road data include in particular:

- (a) road network links and their physical attributes, such as:
 - (i) geometry;
 - (ii) road width;
 - (iii) number of lanes;
 - (iv) gradients;
 - (v) junctions;
- (b) road classification;
- (c) traffic signs reflecting traffic regulations and identifying dangers, such as:
 - (i) access conditions for tunnels;
 - (ii) access conditions for bridges;
 - (iii) permanent access restrictions;
 - (iv) other traffic regulations;
- (d) speed limits;
- (e) traffic circulation plans;
- (f) freight delivery regulations;
- (g) location of tolling stations;
- (h) identification of tolled roads, applicable fixed road user charges and available payment methods;
- (i) location of parking places and service areas;
- (j) location of charging points for electric vehicles and the conditions for their use;
- (k) location of compressed natural gas, liquefied natural gas, liquefied petroleum gas stations;
- (l) location of public transport stops and interchange points;
- (m) location of delivery areas.

Article 4

... static road data they collect and update pursuant to Article 8 in a standardised format, if available, or in any other machine readable format

2. The types of the dynamic road status data include in particular:

- (a) road closures;
- (b) lane closures;
- (c) bridge closures;
- (d) overtaking bans on heavy goods vehicles;
- (e) roadworks;
- (f) accidents and incidents;
- (g) dynamic speed limits;
- (h) direction of travel on reversible lanes;
- (i) poor road conditions;
- (j) temporary traffic management measures;
- (k) variable road user charges and available payment methods;
- (l) availability of parking places;
- (m) availability of delivery areas;
- (n) cost of parking;
- (o) availability of charging points for electric vehicles;
- (p) weather conditions affecting road surface and visibility. Those short-term data need not to be included in digital map updates as they shall not be considered as changes of a permanent nature.

Article 5

1. For the purpose of facilitating the provision of compatible, interoperable, and continuous real-time traffic information services across the Union, road authorities and road operators shall provide the dynamic road status data they collect and update pursuant to Article 9 in DATEX II (CEN/TS 16157 and subsequently upgraded versions) format or any machine-readable format fully compatible and interoperable with DATEX II.

3. The types of the traffic data include in particular:

- (a) traffic volume;
- (b) speed;
- (c) location and length of traffic queues;
- (d) travel times;
- (e) waiting time at border crossings to non-EU Member States.

Article 6

Such data shall be provided in DATEX II (CEN/TS 16157 and subsequently upgraded versions) format or any machine-readable format fully compatible and interoperable with DATEX II