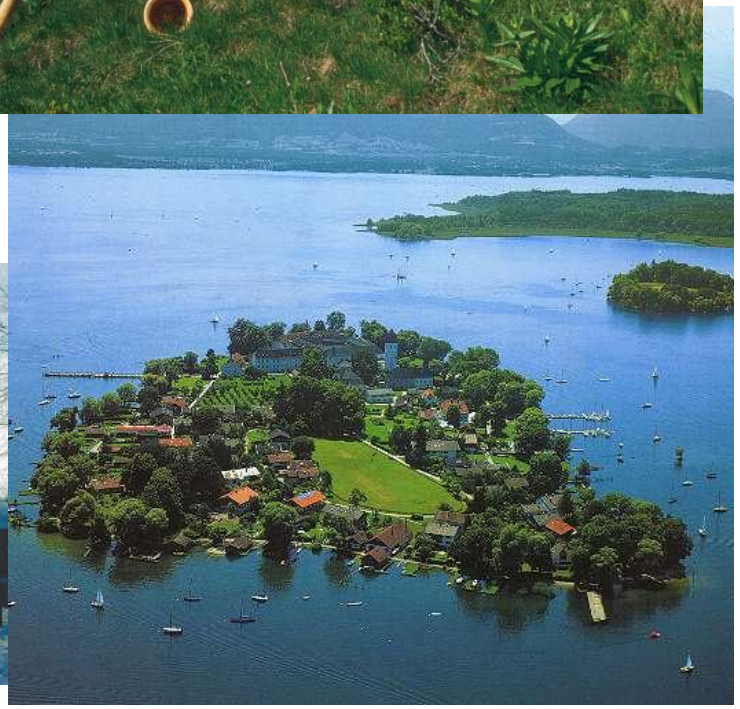
Intelligent truck parking workshop

Prien am Chiemsee – 25.-26.03.2015

Co-financed by the European Union
Trans-European Transport Network (TEN-T)

Agenda / 26.03.2015

Time	Topic	Lead
09:30	Introduction and short summary of day 1	Karl Fischer / LKZ Prien GmbH
10:00	The MAVE®- IPark System and its deployment in the port of Hamburg	Dr. Peter Böhnke / ave Verkehrs- und Informationstechnik GmbH
	Presentation of “TruckYa” App	Luis Lehmann / Continental AG
11:00	***Coffee break***	
11:15	Datex II ITP profile implementation experience	Jürgen Neugebauer / Autobahndirektion Südbayern
	DATEX II ITP profile and implementation / EU regulation 885/13	Josef Kaltwasser / Ursa Major Project Management support
12:15	***Lunch***	
13:30	Practical input / practice expert	Sebastian Lechner / CEO Association of Bavarian transport and logistics operators
14:30	Workshop discussion	
15:00	Summary of day 2	Karl Fischer / LKZ Prien GmbH
15:30	***End of Meeting***	
16:15	***Departure by ship***	



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State reception 2012

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State reception 2014

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Transport speed decreases

- Congestion, limitations on night driving,…

Increasing cost pressure

- Toll, diesel, new technologies
- minimum wage
- …

Longer transport routes

- more international freight transport
- less predictable tours

Challenges in road freight transport

Shortage of professional drivers

- low share of young drivers
- high proportion of professional drivers over 50 years

Rise in qualitative requirements

- technical, linguistic and cultural know-how

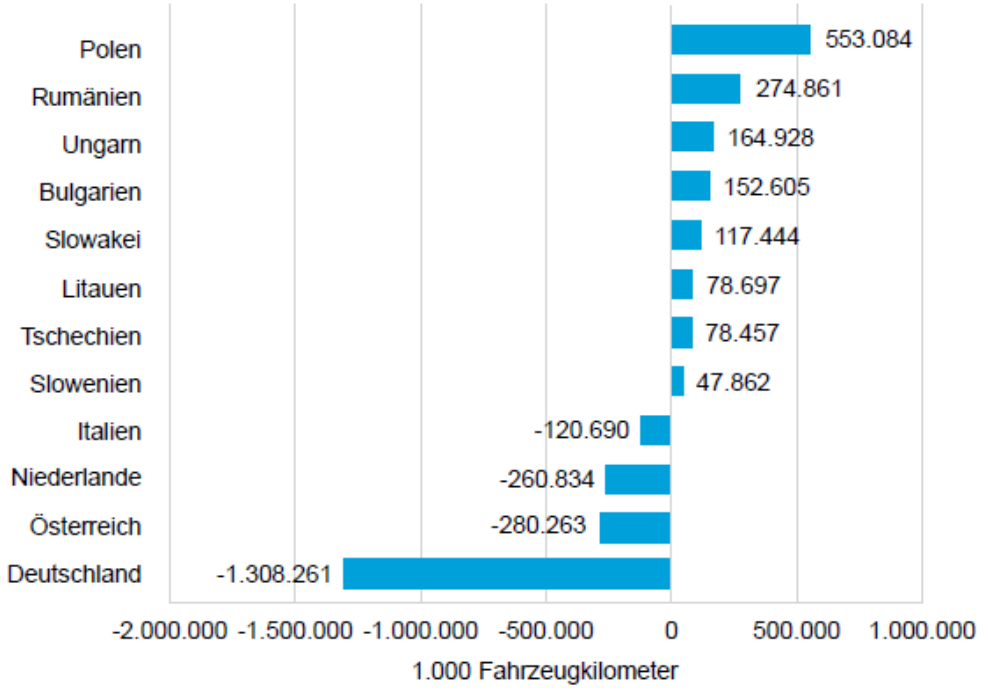
Additional logistics services

- Load securing
- Pallet exchange
- …

Truck drivers by nationality on German higways

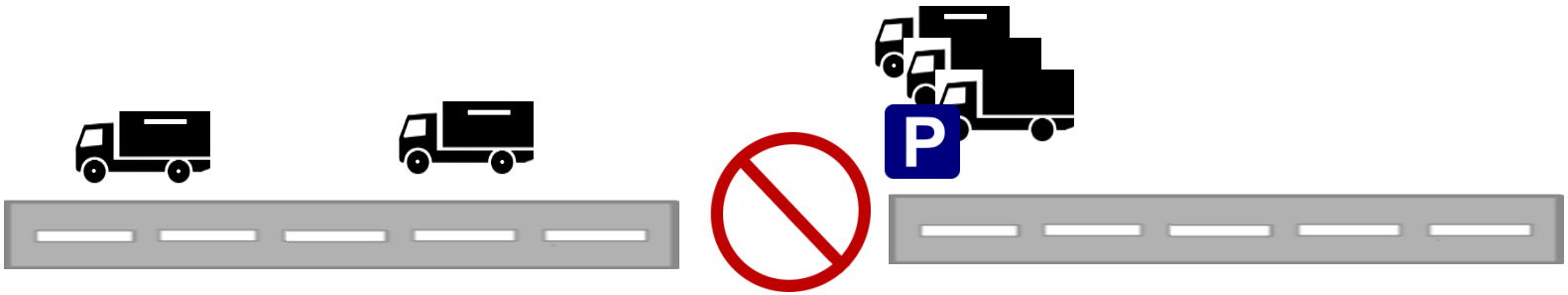
- The percentage of truck drivers from Eastern Europe is increasing
  (from 2007 to 2012)

Entwicklung der Fahrleistung schwerer Lkw auf Autobahnen nach Nationalitäten[10]



Source: ZF-Zukunftsstudie Fernfahrer 2.0 / Mensch in Transport- und Logistikmarkt / 2014

- Short driving bans/ rest times → short-term parking spaces
- Long rest times (09 h – 11 h) → long-term parking spaces
- Weekend rest time (e.g. Sunday) → long-term parking spaces
- Holidays → long-term parking spaces near the borders



Bavaria: 06.01. -> no driving ban

Austria: 06.01.-> driving ban

Short-term parking (short breaks)

- next to the road is possible

Long-term parking (night, weekend, long daily rest)

- near the woods, away from the road

Pictures: wikipedia (left), Holzkirchner Stimme (right)

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Max. driving time vs. max. working time	
Max. driving time VO (EG) 561/2006	**Max. working time** regulation 2002/15 EG
before 2006: no regulation after 2006: max. **56 h.** per week	Before 2006: 113 h double week -> **56,5 h/week** after 2006: **average 48 h**

16,7 % less working time allowed

16,7 % more parking spaces needed

Source: LKZ Prien GmbH

Safety & secure truck parking and increase of capacities

- Current status of **secure truck parking** in Europe
  Ton Barten / Barten Mansgement and Consultany

- **Improvements in safety** and comfort for truck drivers along the Brenner motorway
  Ilaria de Biasi / Autostrada del Brennero

- New methods to **increase the capacity of rest areas** in Germany
  Rainer Lehmann / BASt

- Thinking about truck parking and **relations with other truck parking system** players
  Maurizio Alessandro / Serenissima Trading

ITP projects

- **ITP projects in Bavaria**
  Jürgen Neugebauer / Autobahndirektion Südbayern

- **ITP projects in Rhineland-Palatinate**
  Rainer Dölger / Ministerium des Innern, für Sport und Infrastruktur Rheinland-Pfalz

Automatic truck detection system

- Automatic truck detection system based on **ground sense and side laser scanner**
  Bernhard Niechoj / Voltra GmbH

- Automatic truck detection system **based on ANPR cameras**
  Cezary Dolega / Neurosoft GmbH

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