

# Intelligent Truck Parking (ITP)

## Workshop Conclusions, Prien am Chiemsee, 25-26 March 2015

### 1 Introduction

The interest in *Intelligent Truck Parking* solutions has been growing for years due to increasing HGV traffic load in many parts of the trans-European road network and has been further leveraged by Commission Delegated Regulation (EU) No 885/2013 on *safe and secure parking places for trucks and commercial vehicles*. It is an obvious matter of emphasis for a European ITS corridor with a focus on freight traffic like URSA MAJOR.

Hence, the URSA MAJOR Corridor Project has invited experts and stakeholders to a two days dedicated workshop on this subject in the beautiful setting of lake Chiemsee, hosted by the Bavarian Road Authority at the Competence Centre for Logistics in Prien. Day 1 mainly addressed road operators' experiences and their particular point of view, whereas the second day focused on truck drivers' and service providers' needs and proposals.



## 2 Conclusions from Day °1

Day 1 clearly gave an insight into the current strive of road operators to review their existing technical systems, databases, organisational structures and work processes regarding the provision of static as well as dynamic information to support truck parking services. Different speakers from different Member States exposed the challenge of the very diverse baseline situations in Europe. Truck Parking is privately organised in some Member States, but public in others. It may be free or have a fee and it may be possible to organise booking in some places and impossible in others. In all cases, the Member States have to organise the implementation of the Delegated Regulation until October 2015. A heated debate showed that not all stakeholders seem equally prepared until now to face the challenge, especially small private parking operators complain about being just a small cog in the machine that nevertheless might have to pay a significant part of the bill at the end.

The afternoon session also raised tempers, albeit on a very different and much more technical topic: how to detect occupancy? Many of the current technical proposals provide a system that can automatically detect dynamic parameters – in order to publish them in real-time – but seem to have some intrinsic error margin that grows over time, so they need periodic “calibration”. Calibration is done by staff, and the required calibration interval is a dominant factor for operational cost of dynamic truck parking data. The workshop saw a very interesting mix of diverse technical approaches to this challenge, from different sensor technologies (loops, laser, video, etc.) down to crowd-sourcing approaches that don’t need technical equipment. Obviously there was no decisive conclusion on what is best, and probably different options are best suited to different scenarios. But certainly all participants benefitted from a very interesting overview of what is currently developed.

## 3 Conclusions from Day °2

Day 2 was dominated by the discussion of the “backend” of truck parking information, i.e. how road operators that have collected information get it to service providers. The Delegated Regulation provides framework requirements (DATEX II data profiles, Single Points of Access, etc.) which are new to road operators and service providers alike. The presentations at the workshop could provide enough level of detail to enable the discussion, and many workshop participants were really grateful for a concise information about the aspects involved in a task that lies ahead of them. Nevertheless, at the end of the day it was clear that there is still a huge demand to inform about technical concepts, organisational issues and regulatory requirements. The URSA MAJOR project therefore decided on the spot to organise a [further workshop](#) with a focus on the business-to-business interface between content and service provider on 28 May in Cologne.

## 4 Summary

Truck Parking information – both, static and dynamic – is a ‘hot’ topic for road operators across Europe since the Delegated Regulation implies responsibilities and technical requirements that are new and not necessarily well reflected in current working processes and technical system. System vendors and service providers react with offers for technical solutions and services that promise a thriving landscape of truck parking services very soon, but first steps have to be taken first and the

final financial, organisational and technical impact of these first steps is not fully clear by now. Especially the corridor project for ITS on roads play a key role here in organising harmonised deployment and sharing best practice across Europe that will really support seamless services for the freight and logistics market.