



DATEX profile harmonisation

Rationale

Data exchange and especially the interface between the road operators active in the corridor and end user service providers are elements of special interest in URSA MAJOR. The interface is using the DATEX II standard defined in CEN/TS 16157. DATEX II is a widespread open, interoperable interface specification for machine-machine-exchange of dynamic road traffic and travel data. It is especially used for centre-to-centre communication between road operators, and for information provision from road operators to broadcasting services and commercial ITS service providers. The European Commission is supporting the DATEX II initiative strongly, as it is one of the key drivers for pan-European interoperable traffic information service provision. The EU Delegated Regulations implementing the ITS Directive strongly recommend the use of DATEX II.

With a survey among the URSA MAJOR partners prior to the implementation phase, a dedicated URSA MAJOR task force on the topic identified the current status of data and interface availability for the different stakeholders. It turned out, that Truck Parking and Safety Related Messages are topics with emerging deployments and thus with highest need for harmonisation.

Truck parking information

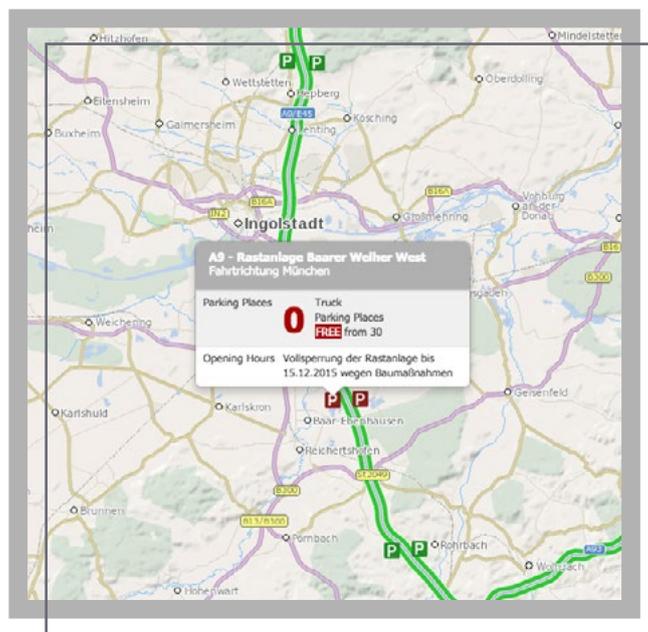
End of May 2015, a workshop on data profiles for truck parking information was held in Cologne. Several of the attendees (road operators and authorities, European Commission as well as private parking area operators and service providers) were actively involved in the DATEX II work currently going on at the European Commission, in EIP+ and in CEN, thus establishing a valuable link to the URSA MAJOR DATEX II activity.

The DATEX profile harmonisation task force presented a proposal for minimum profile requirements for truck parking, i.e. a set of attributes necessary to fulfil the delegated regulation (EU) 885/2013. Afterwards, this proposal was consolidated with the European Commission and its engagement to define a European Access Point for Truck Parking Information. Thus, countries or stakeholders implementing ITP services should include at least these minimum requirements when specifying an ITP profile.

Regarding the European Access Point for Truck Parking, the task force stated that it is important to allow specification of information in addition to the foreseen set. Examples are the usage of TMC/ALERT-C Location information (in addition to coordinates) or the definition of multiple (i.e. more than just one) ingresses for truck parking sites. Nevertheless, all this information is part of the Truck Parking Profile defined in DATEX II Parking Publications (CEN/TS 16157 part 6) and thus well defined.

Safety related messages

Looking at Safety related messages (i.e. obstructions on the road, heavy weather conditions etc.), the Netherlands and Italy brought up harmonisation input from their specific message systems. Especially in Italy, it is a challenge to get a nation-wide proposal, as the many stakeholders (the ministry, different motorway concessionaires



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and road authorities) don't have fully harmonized requirements on safety related traffic messages. Thus, the task force identified differences in the usage of the "safety related" label, especially in comparison to the existing guidance provided by the DATEX II community in cooperation with TISA. The task force will make proposals for defining profiles for safety related messages and will hand over the results to the DATEX community to help keeping the standard close to the users' needs.

Intelligence gained from these activities will be provided as input and guidance for successor projects of URSA MAJOR.

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