URSA MAJOR

Intelligent Truck Parking

Rationale

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 focused its emphasis on this topic with implementation projects as well as workshops with experts and stakeholders on this subject. The workshops held 2015 in Prien as well as a subsequent workshop held in Cologne on ITP data profiles showed road operators' experiences and their particular point of view, as well as the truck drivers' and service providers' needs and proposals.

Conclusions of ITP workshops

The workshops gave insights 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.

Truck Parking is privately organised in some Member States, but public in other. It may be free or have a fee and it may be possible to organise booking in some places and impossible in other.

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.

Quality of occupancy detection systems

The workshops also raised tempers 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.

DATEX II for ITP data exchange

A further point of intensive discussion was dedicated to 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 many road operators and service providers alike. The presentations at the workshops 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 it was clear that there is still a huge demand of information about technical concepts, organisational issues and regulatory requirements.

Summary

Truck Parking information – both, static and dynamic – is a 'hot' topic for road operators across Europe since the Delegated Regulation implies responsibilities and techni-cal 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 projects 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.

Ursa Major has many ITP implementation projects in place and sharing of best practice in this quite new ITS field is of high value.

Photo on first page: Pilot project HGV compact parking in Bavaria on motorway A3 – LED signs show dynamic consecutive departure times for each parking row with up to 4 trucks; with such system 50% more trucks can park on the existing parking area.

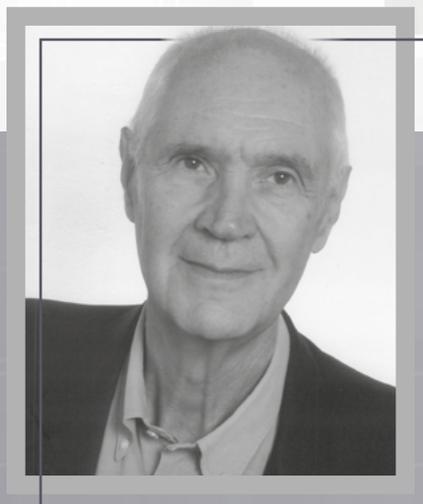## For further information please contact

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