

## Compliance Assessment Results for COMMISSION DELEGATED REGULATION (EU) No 885/2013

supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles

<b>Compliance Assessment Officer</b>	
<b>Name</b>	
<b>National Body</b>	
<b>Assessed Organisation</b>	
<b>Assessed Dataset</b>	

Article	Compliant / Compliant with exceptions / Non-compliant / Not applicable	Comments on the degree of compliance	Information has been obtained from (e.g. SD-form, AD-form, ...)
<b>Article 4 Data collection</b>			
Data on safe and secure public and private parking areas describing the parking facility, to be provided to the users, shall be collected and supplied by public or private parking operators and service providers. The data to be collected shall be easy to provide, including remotely, by any relevant means, in order to facilitate a distant collection by all parking operators.			
Public or private parking operators and service providers shall use DATEX II profiles or other internationally compatible formats in order to ensure interoperability of the information services across the Union.			
The data to be collected shall be the following: I. Static data related to the parking areas, including (where applicable) — Identification information of parking area (name and address of the truck parking area (limited to 200 characters)) — Location information of the entry point in the parking area (latitude/longitude) (20 + 20 characters)			

<ul style="list-style-type: none"> <li>– Primary road identifier1/direction (20 characters/20 characters), and Primary road identifier2/direction (20 characters/20 characters) if same parking accessible from two different roads</li> <li>– If needed, the indication of the Exit to be taken (limited to 100 characters)/Distance from primary road (integer 3) km or miles</li> <li>– Total number of free parking places for trucks (integer 3)</li> <li>– Price and currency of parking places (300 characters)</li> </ul>			
<p>2. Information on safety and equipment of the parking area</p> <ul style="list-style-type: none"> <li>– Description of security, safety and service equipment of the parking including national classification if one is applied (500 characters)</li> <li>– Number of parking places for refrigerated goods vehicles (numerical 4 digits)</li> <li>– Information on specific equipment or services for specific goods vehicles and other (300 characters)</li> </ul> <p>Contact information of the parking operator:</p> <ul style="list-style-type: none"> <li>– Name and surname (up to 100 characters)</li> <li>– Telephone number (up to 20 characters)</li> <li>– E-mail address (up to 50 characters)</li> <li>– Consent of the operator to make his contact information public (Yes/No)</li> </ul>			
<p>3. Dynamic data on availability of parking places including whether a parking is: full, closed or number of free places which are available.</p>			
<p><b>Article 5 Sharing and exchange of data</b></p>			
<p>I. Public or private parking operators and service providers shall share and exchange data referred to in paragraph I of Article 4.</p>			
<p>For these purposes they shall use DATEX II (CEN/TS 16157) format or any DATEX II compatible international machine-readable format.</p>			
<p>Data shall be accessible for exchange and reuse by any public or private information service provider and/or parking operator on a non-discriminatory basis, and in accordance with access rights and procedures defined in Directive 2003/98/EC.</p>			
<p style="text-align: right;"><b>Directive (EU) 2019/1024: PSI Directive: Re-use of public sector information</b> States the following:</p>			

	<ul style="list-style-type: none"> <li>• Article 4 (1): Adherence to a reasonable time limit for processing re-use requests, (2) maximum 20 working days; with possibility of extension to another 20 working days (Notification deadline!); Exceptions(!)</li> <li>• Article 5 (1): Provision in all available formats and languages;</li> <li>• Article 6 (5): Where charges are made, the total income from supplying and allowing re-use of documents shall not exceed the cost of collection, production, reproduction and dissemination, together with a reasonable return on investment.</li> <li>• Article 7 (1): Any applicable conditions and standard charges for the re-use of documents held by public sector bodies shall be pre-established and published, through electronic means where possible and appropriate.</li> <li>• Article 8 (1): Re-use without conditions or through a licence, (2) standard licences;</li> <li>• Article 11: Prohibition of exclusive arrangements</li> </ul>		
<p>2. The static data shall be accessible through a national or international access point.</p>			
<p>3. For dynamic data, Member States (or national authorities) shall be responsible for setting up and managing a central national or international point of access referencing all individual single points of access of each truck parking operator and/or service provider on their territory in the interests of users.</p>			
<p>4. Member States may contribute to an international access point by providing data and ensuring that its quality is in conformity with the requirements in Article 7.</p>			
<p>5. Charges for access to, exchange of, and reuse of public or private dynamic data shall remain reasonable as referred to in the PSI Directive.</p>			
<p>6. Public and private parking operators and/or service providers shall periodically send their static collected data to the national or international access point through appropriate electronic means no less than once a year for static data referred to in Article 4(1).</p>			
<p>For dynamic data public and private operators and/or services providers shall update their information referred to in Article 4(3) no less than once every 15 minutes.</p>			
<p><b>Article 6 Dissemination of information</b></p>			
<p>Service providers collecting information at a specific location shall display:</p> <ul style="list-style-type: none"> <li>— at least the next two safe and secure parking places along a corridor within approximately 100 kilometres</li> </ul>			
<p>The dissemination of information shall be consistent with the Vienna convention where a Member State has signed it.</p>			
<p><b>Vienna Road Traffic Convention</b> or the <b>Vienna Convention on Road Traffic</b> (officially just <b>Convention on Road Traffic</b>) is an international treaty designed to make road traffic safer by standardizing traffic rules. The convention was developed by the UN Conference (United Nations Economic and Social Council's Conference) in Vienna from October 7 to November 8, 1968.  Original: <a href="https://treaties.un.org/doc/Treaties/1977/05/19770524%2000-13%20AM/Ch_XI_B_19.pdf">https://treaties.un.org/doc/Treaties/1977/05/19770524%2000-13%20AM/Ch_XI_B_19.pdf</a>  German translation: <a href="https://www.admin.ch/opc/de/classified-compilation/19680244/index.html">https://www.admin.ch/opc/de/classified-compilation/19680244/index.html</a></p>			

	<p>Dissemination of information should be based on the requirements of the Vienna Convention.</p> <ul style="list-style-type: none"> <li>In general, to unify standards of road signs and signals <ul style="list-style-type: none"> <li>Where signs should be</li> <li>How they should be constructed</li> <li>What colours informative signs should have</li> <li>That they can be repeatedly attached including distance</li> <li>What shape the signs must have</li> </ul> </li> <li>Symbols and markings as simple and clear as possible to understand,</li> <li>Road signs for parking fall into the "informative signs" category.</li> </ul>		
<p>In-vehicle application should have a robust human machine interface in order to avoid driver distraction and fatigue.</p>			
<p>Parking operators and/or service providers shall inform the users about the launch of any new information service for safe and secure parking by any communication means they find appropriate.</p>			
<p><b>Article 7 Quality management</b></p>			
<p>Any change of situation of the parking area, including its closure, shall be immediately notified by public and private parking operators to the national or international access point and to the national authorities.</p>			
<p>For each new priority zone, all public and private operators of parking places shall ensure the reliability of the information.</p>			
<p>For these purposes, they shall carry out periodical controls of the detection equipment, including measuring of the difference between the data displayed and the real availability of parking places.</p>			
<p>That information shall be assessed in accordance with Article 8.</p>			
<p><b>Article 8 Assessment of compliance with the requirements</b></p>			
<p>1. Member States shall designate a national body competent to assess whether the requirements set out in Articles 4 to 7 are fulfilled by service providers, parking operators and road operators. This body shall be impartial and independent from the latter. Two or more Member States may designate a common regional body competent to assess compliance with those requirements on their territories. Member States shall notify the nominated body to the Commission.</p>			
<p>2. All services providers shall submit a declaration to the designated bodies on their compliance with the requirements set out in Articles 4 to 7.</p>			
<p>The declaration shall contain the following elements:</p>			

<p>(a) the collected data, pursuant to Article 4 collected on safe and secure parking places for trucks and commercial vehicles including the percentage of parking places registered in the information service;</p>			
<p>(b) the means of dissemination of the information services to users;</p>			
<p>(c) the coverage of dynamic information services on safe and secure parking places;</p>			
<p>(d) the quality and availability of the information provided, point of access to the information and the format in which that information is provided.</p>			
<p>3. Designated bodies shall randomly inspect the correctness of the declarations of a number of public and private service providers and parking operators, and request a demonstration of compliance with the requirements set out in Articles 4 to 7. The quality of the service may also be assessed using user-generated comment. Every year, the designated bodies shall report to the relevant national authorities on the declarations submitted, as well as on the results of their random inspections.</p>			