

# INTRANSIT

The magazine for secure parking areas and transport companies, No. 11 September 2020



*Aerial View of Lot with Adjoining Truckers, Group Bruno Belgium*

**ESPORG**  
European Secure Parking Organisation

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# WELCOME

INTRANSIT  
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areas and transport companies,  
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Dear Members and Friends of ESPORG,

In this issue of INTRANSIT, we highlight the efforts of partners in our network who are working tirelessly to improve driver conditions and the overall well-being of the logistics industry through actions favouring the development of safe and secure parking areas. We will also take a look at some of ESPORG's own initiatives to lend its expertise to our network and improve the knowledge of the industry.

As society shifts into an increasingly digital age and given limitations and restrictions regarding travel at this time, ESPORG is pleased to announce several initiatives in order to facilitate knowledge and convenience for the logistics network. First of all, we will be taking the EU Parking Academy online. This is an effort to make our expertise and the training of individuals and organizations more accessible.

ESPORG also had a successful first webinar in which we outlined ESPORG's organization and aims, and in which we explained the EU-Parking Standard and, along with a representative from the European Commission, the Mobility Package. This is the first of many webinars aimed at clarifying important topics within the logistics industry and using our expertise to answer specific questions from the audience.

Those of our members who applied successfully for Connecting Europe Facility (CEF) Funding are quite busy with planning, building, and upgrading their safe and secure parking areas. In this issue and in successive issues, ESPORG would like to present these projects and provide updates on their progress. We are so proud of the efforts of our ESPORG friends and members in the industry toward a safer and more secure Europe and we would like to highlight their successes.

Finally, we would like to welcome two new ESPORG members from Belgium: the Antwerp Port Authority and Hesbymazout SA in Remicourt. We look forward to building and improving parking areas with you!

As always, thank you for promoting safe and secure parking areas together with ESPORG!

Best wishes,

Dirk Penasse

# EU PARKING ACADEMY GOES ONLINE



In an effort to digitalize and make resources more accessible to its constituents, the ESPORG network is currently working on developing online courses for the EU Parking Academy. The aim is to launch the courses by the end of the year.

“We need to bring our expertise and knowledge to everyone in our network in the most accessible way possible. This is the only way to ensure the growth of safe and secure truck parking areas and to improve driver conditions and the health of the logistics industry as a whole.”

*-Dirk Penasse, General Manager of ESPORG*

## The Program

The courses are divided into three sections: mandatory training, voluntary training, and business development. Mandatory training courses are required for those that wish to obtain the bronze, silver, gold, and platinum levels under the EU-Parking Standard and for auditors who wish to have the authority to apply the audit accreditation scheme of the EU-Parking Standard. Voluntary training courses will help anyone wishing to understand the technical aspects of the EU-Parking Standard or any other pertinent legislation and will assist management in understanding the audit requirements for the EU-Parking Standard. Finally, Business Development courses are aimed at training investors, developers, and managers in the business of secure truck parking areas.



Some topics and modules that you can expect in the upcoming months:

- Introduction to the EU-Parking Standard
- Technology for SSTPAs
- Regular Staff Training
- Introducing an Incident Management Quality System
- Audit Preparation
- Surveillance and Monitoring

*We look forward to your feedback regarding any courses you wish to take or topics you wish to learn more about.*

*Please e-mail [christy.ha@esporg.eu](mailto:christy.ha@esporg.eu) for more information.*



### Mandatory Training

A training that is mandatory to obtain the Silver, Gold and Platinum levels under the EU-Parking Standard.



### Voluntary Training

This training will help the management understand the audit requirements of the EU-Parking Standard



### Business Development

A training to assist investors, developers and managers of secure truck parking areas.



# 'TRUCKERS HOME' OFFERS REST FOR DRIVERS

*In the latest installment of the Mobility Package, the European Commission has outlined reformed rules for drivers regarding resting times, which took effect in August 2020. One of these rules stipulates that drivers must take their weekly rest periods of 45 hours outside of their vehicle in suitable accommodation. ESPORG would like to highlight one of our members, Group Bruno in Belgium, and how they offer suitable accommodation to drivers for this long rest period.*

*Aerial View of Lot with Adjoining Truckers*



**Group Bruno**

**BRUNO**  
SERVICE STATION



## Providing a Home Away from Home

With 21 locations in Limburg, Belgium, Group Bruno in Genk has been investing for years in the comfort of truck drivers.

“At Group Bruno, not only do we like to offer all truck drivers safe parking, but also services beyond just a shower, wifi, food and washing machine. That’s why we have built rooms in our Truckers Home.” -Sandro Rossetti, Group Bruno Sales Manager

These rooms provide the possibility for connectivity to water and electricity, air conditioning, heating, and of course, the internet. Group Bruno finds it imperative to provide these basic needs—basic needs for all human beings—for its driver clientele. In addition, the group leaves the decision of furnishing the rooms up to the client, which are truck companies. Clients can decide what furniture, if they want to build a kitchen, put a television, provide lockers so that each driver has his or her own safe storage space. Other clients provide beds for resting and one client even installed a fitness room. The possibilities are numerous. Group Bruno rents the rooms to truck companies and these companies furnish the rooms depending on the needs of the drivers in order to provide a home away from home.

*Would you like to see more about Group Bruno's safe parking? Please see the following link to view the amenities and services Group Bruno provides its clients:*

*[https://www.youtube.com/watch?time\\_continue=3&v=Efr3a3m9E-o](https://www.youtube.com/watch?time_continue=3&v=Efr3a3m9E-o)*

## Success in Safe Parking & Beyond

Truckers Home has seen great success. Group Bruno currently rents out 32 rooms in the region of Limburg in Belgium. This concept is just a part of the ‘Safe Parking’ ideal Group Bruno proports in its safe and secure truck parking facilities. Its Bilzen truck parking facility is the largest covered parking lot in Belgium and along with the Genk and Tessenderlo facilities, provides safety for its drivers and their transport goods with barriers, license plate recognition, and CCTV. When drivers or any road users come to Group Bruno, they will have the rest they deserve with all the modern conveniences and comforts.



# PASS4CORE-ITA-PARKING AREAS IMPLEMENTING SAFETY AND SECURITY FOR (4) CORE NETWORK CORRIDORS

Awarded CEF funding: €27,529,220



The Action PASS4CORE-ITA consists of the development of a network of safe and secure truck parking areas (SSTPAs) for Heavy Goods Vehicles (HGVs) along the TEN-T road network in Italy, along the Scandinavian-Mediterranean, Baltic-Adriatic, Mediterranean and Rhine-Alpine TEN-T Core Network Corridors, deployed with the highest standards of safety, security, quality, connectivity and transparency requirements according to the EU-Parking Standard.

This development is in response to the need of improving safety and security conditions of parking areas for trucks in Italy and for the development of such a network under the coordination of the Ministry of Infrastructure and Transport through its Implementing Body.

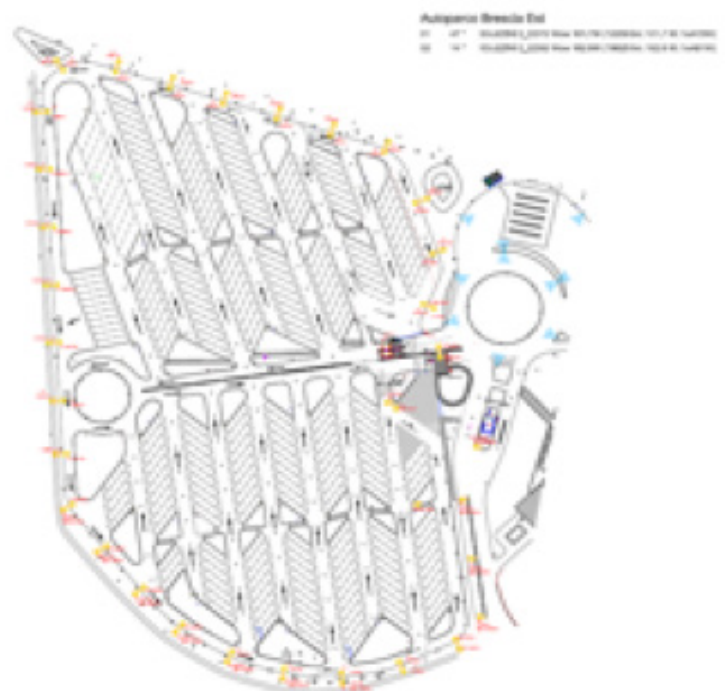
Through this partnership, 13 parking areas along Core Network motorways, within Rail Road Terminals, within private areas and within the main Cargo Airport in Italy will be built or upgraded, which will then create 891 new parking spaces out of a total of 1.351 of upgraded ones.

The partnership consists of two highway companies: A4 Trading and CAV, as well as MIT (the Central Committee Register of Road Transport), 5 Interporti (Livorno, Orte, Parma, Padova, and Verona), the SEA-MXP Airport, and three private operators (Graglia, Cooperativa Portabagagli Padova, and Costruzioni San Michele Verona).

On the right is a summary of the individual projects included in this partnership:

## A4 Trading

- Modification of the existing area “Brescia East” on the A4 highway
- New lighting installation and upgrade of the technological installation to in order to reach the Gold certification under the EU-Parking Standard
- Budget: 410.000 EUR
- Start of work: June 2020
- End of work: January 2022
- Current status: definitive project/plan completed
- Next steps: launching a tendering procedure





## Consorzio ZAI (VR)

- Modification to the Interporto quadrante Europa area
- Construction of a new parking area
- 6000m<sup>2</sup> - 55 parking places
- Budget: 1.000.000 EUR
- Start of work: November 2020
- End of work: January 2022
- Current status: definitive project/ ongoing plan
- Next steps: Approval of construction permit by the municipality and initiating the tendering procedure



## Interporto ORTE

- New modifications to the Interporto in Orte
- Construction of a new parking area
- Area 1: 25.000 m<sup>2</sup> - 85 new parking places
- Budget: 3.000.000 EUR
- Start of work: June 2020
- End of work: May 2021
- Current status: definitive project/ ongoing plan
- Next steps: Approval of construction permit by the municipality and initiating tendering procedure



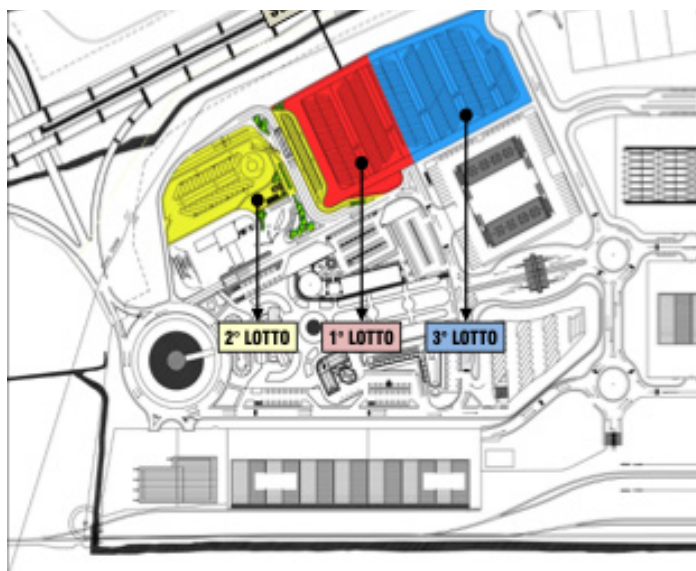
## Interporto Padova S.p.A.

- Two modifications to the Interporto in Padova
- Construction of a new parking area and further development of an existing one
- Area 1: 8450 m<sup>2</sup> - 60 new parking places
- Area 2: 5000m<sup>2</sup> - 30 additional parking spots
- Budget: 950.000 EUR
- Start of work: September 2020
- End of work: February 2022
- Current status: definitive project/ ongoing plan
- Next steps: Approval of construction permit by the municipality and initiating the tendering procedure



## Interporto Livorno

- New modification to the Interporto in Livorno
- Construction of a new parking area
- Budget: 2.490.000 EUR
- Start of work: June 2020
- End of work: October 2022
- Current status: definitive project/plan completed
- Next steps: starting a tendering procedure



## CEPIM

- New modifications to the Interporto in Parma
- Extension of the current parking area
- Additional area: 7500m<sup>2</sup> - 40 additional parking places
- Budget: 1.500.000 EUR
- Start of work: June 2020
- End of work: September 2021
- Current status: definitive project/plan completed with a few details left to define
- Next steps: initiating tendering procedure



## CPB Padova

- Modifications to the industrial zone in Padova
- Development of current parking areas to bring them up to the SSTPA requirements
- Area: 18500m<sup>2</sup>
- Budget: 400.000 EUR
- Start of work: January 2021
- End of work: October 2022
- Current status: definitive project/plan completed with a few details left to define
- Next steps: executing plan



## CAV S.p.A.

- Two modifications along the "Passante di Mestre," which can be found along the A4 highway
- Development of two existing rest areas alongside the A4 (Preganziol and Spinea)
- Area 1: 2450 m<sup>2</sup>
- Area 2: 2250 m<sup>2</sup>
- Budget: 350.000 EUR
- Start of work: June 2020
- End of work: May 2021
- Current status: definitive project/plan completed with some details left to define
- Next steps: initiating tendering procedure



## SEA

- New modifications to the Milan Malpensa Airport area (Cargo City)
- Development of new parking area
- Area: 45.000 m<sup>2</sup> - 145 parking spots
- Budget: 10.659.219,40 EUR
- Start of work: October 2020
- End of work: June 2023
- Current status: Preliminary project/plan completed
- Next steps: ENAC approval (ENAC is the Italian civil aviation authority) & project/plan completion





## San Michele

- New modifications to the Bassona area, near Casello di Verona Nororth (A22)
- Construction of new parking area
- Area: 4000 m<sup>2</sup> - 18 parking places
- Budget: 550.000 EUR
- Start of work: April 2020
- End of work: May 2021
- Current status: project/plan completed
- Next steps: starting work



## Grim SRL

- New modifications to the Turin metropolitan area, near highways A4 and A5
- Construction of new parking area
- Area: 50.000 m<sup>2</sup> - 145 parking places
- Budget: 4.500.000 EUR
- Start of work: April 2020
- End of work: March 2022
- Current status: project/plan completed
- Next steps: starting work



## Additional Activities

In addition to these individual projects, RAM, which is an in-house department of the Ministry of Infrastructure and Transportation, will act as the implementing body of the central committee of the road transport register. These individual projects will undergo coordination as activities of the secure parking network in Italy. In addition, there will be the development of an app or portal for the overall management of information related to parking for road hauliers and transportation.

Which activities are foreseen in the upcoming months?

On a global level, this development project will need to define the contents of the grant agreement, sign that grant agreement, officially start each project, and acquire technical assistance.

How will all these activities be managed?

- An annual technical reporting will be mandatory (Action status report) relating to the technical progress of the activities foreseen by the grant agreement
- Two-year financial reporting will be mandatory (Interim report) relating to the progress and certifications of expenditures
- There will be dialogue and ongoing discussion with MIT regarding the progress of activities also through drafting of ad hoc audit reports, with INEA depending on the finalization of the progress documentation required, and with the bodies of the European Commission (e.g. DG Move, Corridor Fora)

## ESPORG as guide

ESPORG and its network is there to assist in any way possible and to offer support and expertise regarding the development of this major Italian project. Our organization has been successful in helping the coordinator apply and receive CEF funding and will now ensure that the projects can add to the growth and reliability of the safe and secure parking network.

# SEPTEMBER WEBINAR A SUCCESS



On September 15, 2020, ESPORG hosted its first Webinar. 112 people registered and over 80 participants joined in live to learn about ESPORG, the EU-Parking Standard, and the Mobility Package. Participants learned about the goals and benefits ESPORG can provide its members, which stretches beyond lending their knowledge and expertise regarding safe and secure parking areas and includes marketing solutions as well.

## SEPTEMBER WEBINAR

If you would like to learn more about this webinar or watch the webinar itself, please use the following link:

<https://www.esporg.eu/events/webinars/>



**ESPORG**  
European Secure Parking Organisation



## EU-Parking Standard

Frédéric Maas, delegate to the ESPORG Board, presented the four security levels of the EU-Parking Standard: bronze, silver, gold, and platinum and the mandatory service and technical specifications required to reach each level of the Standard. He also gave several examples of these levels in existing or planned safe and secure parking areas. Finally, Mr. Maas explained the transition and auditing procedures for parking areas who wish to reach the levels of the Standard.

## Mobility Package

ESPORG was honoured to have Inès Maillart, Policy Officer in the Road Transport Unity of DG Move, present a portion of the webinar which concerned the Mobility Package, a major reform of the EU road transport sector designed to ensure balance between improved conditions for drivers and the freedom to provide cross-border services for operators, which will also contribute to road safety. The main goal of these rules is to ensure fair competition, improve drivers' working conditions, introduce special posting rules for drivers in international transport, update provisions on access to the haulage market, and make enforcement more efficient.

Ms. Maillart explained the updated rules regarding driving times, including that the weekly rest period must be taken in suitable accommodation outside of the vehicle. She also clarified rules about the posting of drivers and updates regarding cabotage and smart tachographs. In addition, she provided clarification about the application of each of these rules.

## Experts Answering Questions

At the end of the webinar, participants had the opportunity to ask questions and clarify points about content. Inès Maillart, on behalf of the Commission, and Dirk Penasse as well as Frédéric Maas, representing ESPORG, answered many questions and elaborated on difficult points regarding legislation or technical specifications.



Inès Maillart  
Policy Officer,  
Road Transport Unity,  
DG MOVE,  
European Commission



Dirk Penasse,  
ESPORG  
General Manager



Frédéric Maas,  
ESPORG  
Delegate of the Board

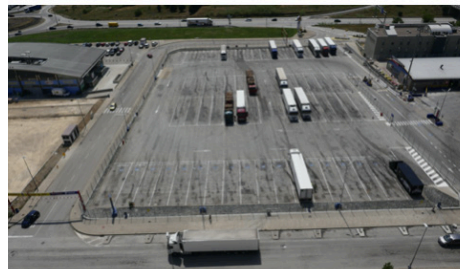
TOTAL KALKEN (CERTIFIED GOLD STANDARD)



AUTOPISTAS (CERTIFIED GOLD STANDARD)



ON TURTLE (CERTIFIED GOLD STANDARD)



### Weekly Rest Periods

	Duration	Remarks	Take note!
<b>General rule</b>	45 hrs	This includes a daily resting period	Must be taken in a suitable accommodation; cannot be taken in the vehicle
<b>Can be shortened to</b>	24 hrs	Can be taken in the vehicle if the vehicle is equipped with a sleeping area	Provided that before the end of the third week a compensatory resting period is taken
<p>The weekly resting period has to be taken into account after a maximum of 6 periods of 24 hours. The count begins from the end of the previous weekly resting period.</p> <p><b>Important:</b> This is not the same as a week (Monday at 00.00 until Sunday at 24.00) for the weekly driving time.</p> <p><b>Exception:</b> International occasional carriage of passengers: allowed after 12 periods of 24 hours</p> <p><b>Conditions:</b>                      At least subsequent 24 hrs abroad                      Afterwards: 2 normal weekly resting periods or 1 normal resting time and 1 shortened (compensated)                      Vehicle equipped with a digital tachograph                      Driving time between 22.00 and 06.00 with two drivers or uninterrupted driving time with one driver limited to 3 hrs</p>			



# HERO TRUCKER

[www.herotrucker.eu](http://www.herotrucker.eu)



ESPOG's Partner, the Truckers Life Foundation from Poland, has launched the HeroTrucker2020 project. It is a series of free trainings in first aid in road traffic accidents for professional drivers.

The Truckers Life Foundation is a Polish local self-government organization that has been developing projects aimed at professional drivers since 2013. In 2020, it is running the HeroTrucker project - a series of free first aid trainings for drivers that instruct them how to act in case of road traffic accidents, as well as emergencies such as heart attack or stroke. This program is a continuation of the Truckers LAB project implemented in 2018 and 2019, namely the nationwide health examination surveys for drivers.

Every year more than 25,000 people are killed on the European roads and nearly 135,000 of them are seriously injured. The time of arrival of the emergency services depends on many factors. Professional drivers constitute a large social group - it is estimated that there are about half a million of them in Poland alone. They are often the first to witness road incidents. Thus, they are the first rescuers for the victims. - explains Natalia Janiszewska from the Truckers Life Foundation.

4 minutes is the time to save the victim's life and health in the event of cardiac arrest. With each subsequent minute, these chances drop by several percent points. Blood loss of 25% leads to shock. It is a state of an immediate threat to life and health. 70% of drivers admit that they have witnessed a road accident, 45% of them say that they know what to do in such a situation, but only 16% would actually take action. That is why the HeroTrucker program was created - to educate, raise awareness, and motivate to act, adds Natalia Janiszewska.

The trainings will be held in September at 3 different locations. The foundation is planning to conduct 6 trainings for a total of 72 drivers. The trainings will be conducted by experienced instructors - practitioners and specialists in emergency medicine from the Ready to Save Association. The program of the trainings includes such issues as:

- first aid in road traffic accidents,
- assessment of the accident scene, own safety, witnesses of the event and the condition of the victim
- cardiopulmonary resuscitation with automatic defibrillation,
- first aid in injuries, hemorrhages, emergencies,
- exercises, simulations, sham events



Intransit is published by ESPORG, the European Secure Parking Organisation.  
Responsible publisher:  
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