

INTRANSIT

The magazine for secure parking areas and transport companies, No. 13 November 2020



1st
year
ANNIVERSARY

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European Secure Parking Organisation

Commission Expert Group

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WELCOME

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

Welcome to our first anniversary edition of INTRANSIT! We want to thank you all for your interest and efforts in building a safer and more secure Europe with us. In this edition we will look back at some of the highlights of the magazine over the past year and the steady cooperation of many of our constituents who are dedicated to improving driver conditions and the logistics industry as a whole.

We are pleased with our recent webinar. Through cooperation with the European Commission and some of our members, we were able to successfully inform participants about the ongoing changes in legislation regarding the transport industry and give practical tips to adhere to rules. In addition, we were able to discuss and highlight the process of applying for CEF funding and take a look at two of our members who are currently building successful CEF projects.

Some of our members are quite busy with planning, building, and upgrading their safe and secure parking areas through their CEF-funded projects. In this edition, ESPORG will again present a project and provide update 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.

As members certify their SSTPAs and continue with CEF projects to build or update their parking areas, there are more requests for technical suppliers to support them in these processes. ESPORG is fortunate to work with several suppliers who can offer the technical equipment and advice our members need in order to reach the desired level of the EU-Parking Standard.

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

Finally, we would like to welcome the Provincie Limburg in the Netherlands as our new member this month. We look forward to working toward a safer and more secure Europe with you!

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

Best wishes,

Dirk Penass

COMMISSION EXPERT GROUP FURTHER DEFINES PROCEDURES FOR SSTPAS

On 20 November 2020, The Commission Expert Group on Safe and Secure Parking Areas for trucks exchanged views on the Draft Delegated Act that will further define the characteristics and certification procedures of Safe and Secure Parking Areas in the European Union. The meeting was organised in a web conference format and allowed for an extensive expert discussion.

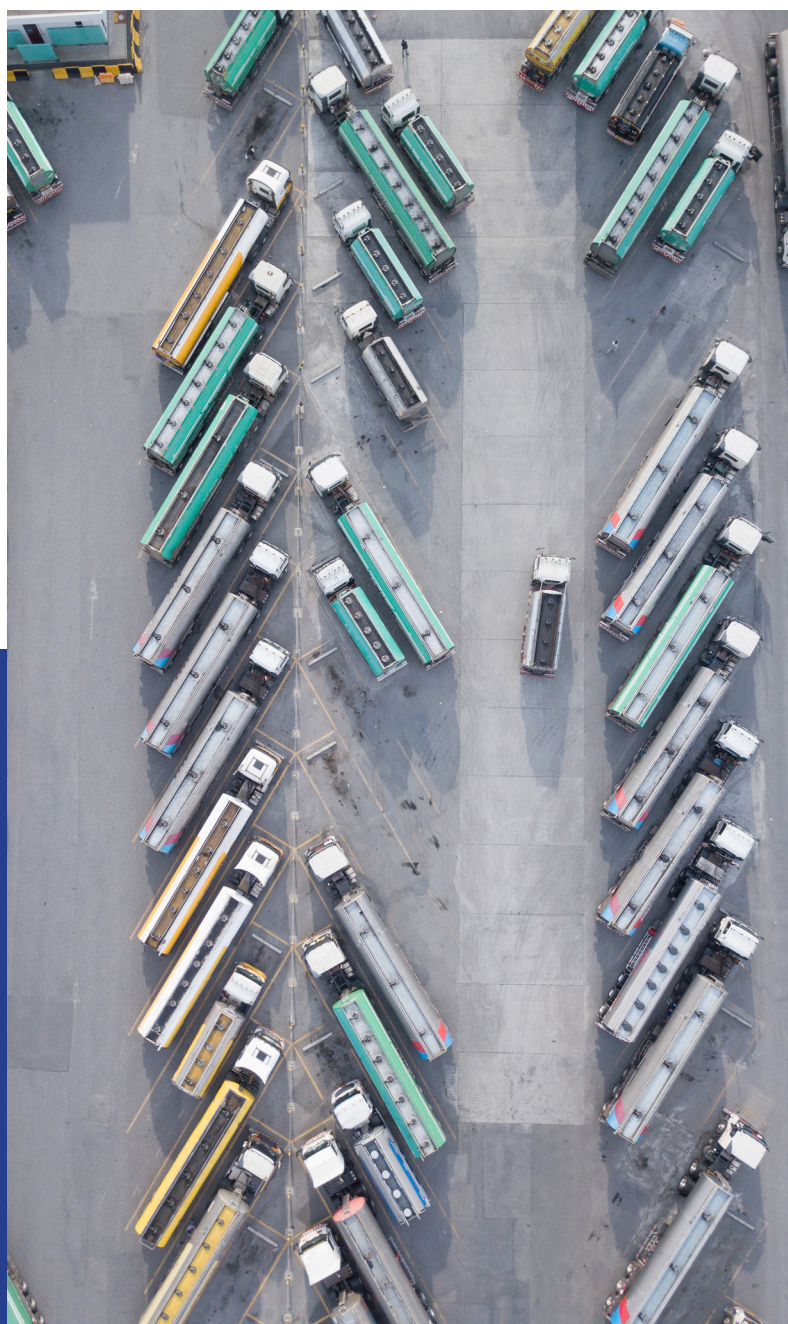
The Delegated Act will build on the legal basis introduced by Mobility Package I (new Art 8a of Regulation 561/2006) and is supposed to be adopted in the course of 2021.

The Expert Group discussed the Draft Annex on EU standards detailing the level of service and security of EU safe and secure truck parking areas (SSTPAs), which incorporates the security and service criteria of the EU-funded Study on Safe and Secure Parking Areas for Trucks.

In essence, the Expert Group agrees with maintaining the existing criteria on security and safety, while the following elements will be further elaborated on:

- Facilitating the European Green Deal by taking into account existing environmental-friendly technologies, such as charging of refrigerated trailers, and anticipating new technologies, such as electric truck charging and alternative propulsion systems;
- Further defining the level of staff qualification at the different security levels;
- Clarifying certain criteria by providing additional details and precisions.

The Expert Group expressed satisfaction about the fact that a growing number of parking areas are getting certified according to the existing EU-Parking Standard framework. We believe that the Delegated Act will provide even more clarity and incentives to roll out this standard in the years ahead, which includes the funding under the CEF programme of 11 new Safe and Secure Parking projects (amounting to 41 SST-PAs in total).



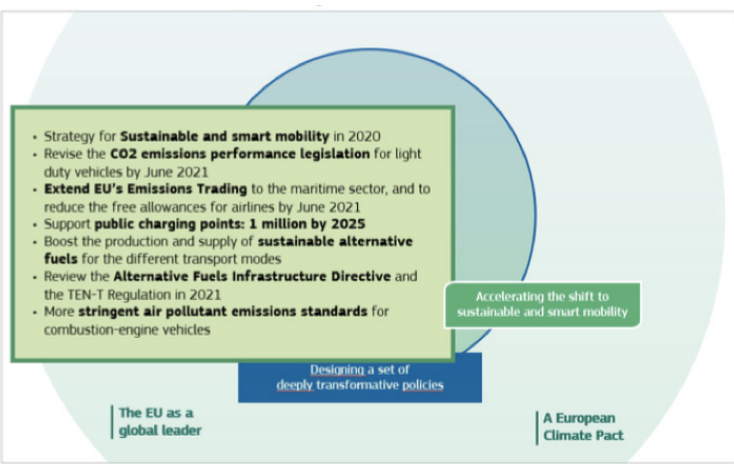
ESPORG would like to thank all 130 participants for registering for the webinar on November 27th. In addition, we would like to thank the speakers for doing a fantastic job of presenting relevant and useful information and answering questions from the audience.



The first speaker was Inès Maillart, policy officer from DG Move of the European Commission. Inès spoke about various legislation which affects the logistics industry. She gave participants an update about Mobility Package I and the Green Deal as well as detailed information about the EU-Parking Standard and the next steps regarding these standards.

Next, Frédéric Maas discussed the process of applying for CEF funding. ESPORG was involved with 8 out of 11 of the successful CEF project applicants. All ESPORG members that applied were successful. ESPORG surveyed these applicants to find out some key information regarding a successful application and highlighted lessons learned for future applications.

SUSTAINABLE AND SMART MOBILITY



LESSONS LEARNED (SURVEY AMONG APPLICANTS)



Finally, two ESPORG members highlighted their CEF-funded projects. BIDEGI S.A. submitted a wonderful video describing the two certified gold-level EU-Parking Standard safe and secure parking areas they are building near the Spanish-French border and Alexander Petrash, from SIA VISSA, presented his project to build and upgrade two certified gold-level EU-Parking Standard safe and secure parking area in Latvia. Other points of interest included the difficulties the projects overcame when applying for CEF funding and relevant items still on their agendas.

Want to see the full webinar? Check it out via the ESPORG YouTube channel: <https://youtu.be/Y3Hm5ewVKNw>.



GOING FOR GOLD WITH CASPY EUROPARKING

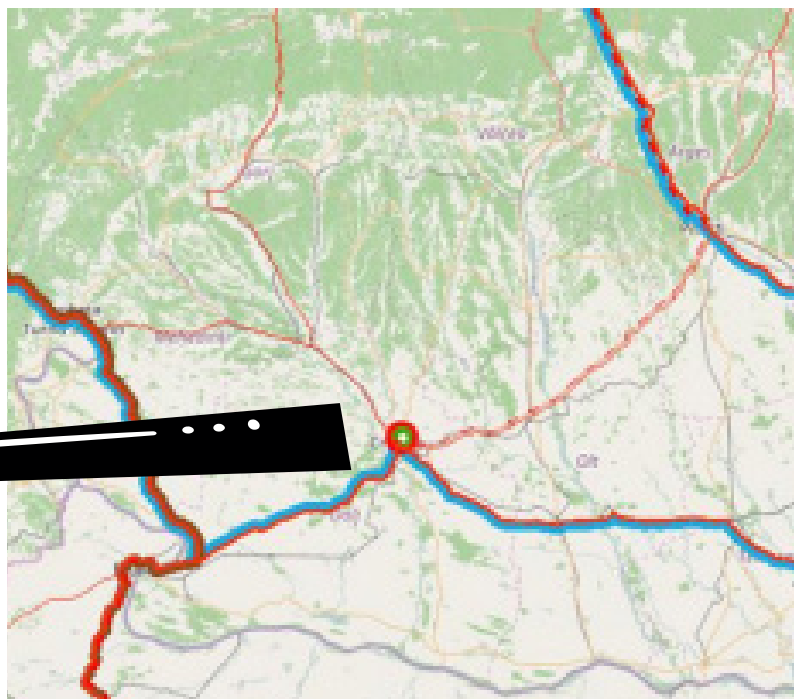
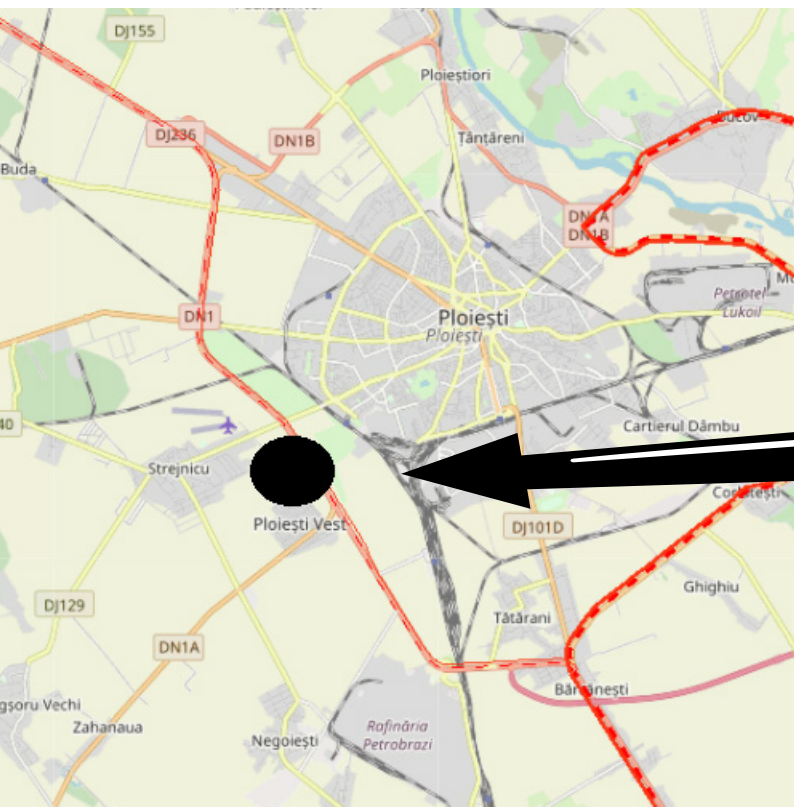
ESPORG member Caspy Europarking SRL is building a certified Safe and Secure Truck Parking with 70 parking spaces at Strejnicu, west of the city of Ploiesti in the southern part of Romania between DN1/E80 and DJ129.

This parking area will have a significant role with regard to the national and international freight volumes in the region. The project is set to be completed in early 2023 and receive Gold level certification under the EU-Parking Standard.

“We are excited about this project”, states Irinel Cazacu, Executive Director of Caspy Europarking SRL. “This project will allow us to contribute to the security of high value transport along the TEN-T Rhine–Danube Corridor, and we are grateful for the support granted under the EU’s CEF Programme, which is a pivotal lever for this project’s success and viability”.

The Action will contribute to improve and further increase the security of the Romanian transport infrastructure by developing a safe and secure parking area, in which HGVs will have access to secure parking spaces combined with adequate service facilities. Mandatory services will be provided along with additional service facilities to allow an agreeable level of comfort for truck drivers.

According to Dirk Penasse, managing director of ESPORG, this project is a good example for a medium-sized parking operated by an independent SME: “We need these kinds of projects all across Europe to show that alongside larger groups and public authorities also small and medium businesses are able to provide excellence, quality and security to the transport sector. We look forward to supporting our member Caspy Europarking SRL with their project.”



Co-financed by the Connecting Europe
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CHARTER

IMPROVING THE TREATMENT OF DRIVERS AT DELIVERY SITES

The International Road Transport Union (IRU), the European Transport Workers' Federation (ETF) and the European Shippers' Council (ESC) have put together a charter with the aim to improve the treatment of drivers at delivery sites. ESPORG fully supports the commitments outlined in the document and has signed the charter, which is in line with the ESPORG goal of improving driver conditions globally. In addition to backing the outlined aims, ESPORG believes it can assist in carrying out these commitments practically. We look forward to help in any way we can.

The uptake of the Charter so far has been a clear success, with already 43 signatories, including ESPORG and members from FinMobility, ASTIC, FEBETRA, AEBTRI, a number of company CEOs, but also individual drivers, with Spain leading the move.



Charter
Improving the treatment of drivers at delivery sites

The road transport industry is the backbone of our economy and plays an essential role in people's daily lives and mobility. However, the sector is facing serious social, labour and economic challenges and is experiencing a serious driver shortage, which was only temporarily alleviated by the impact of the COVID-19 pandemic.

As industry stakeholders, we are committed to reversing this trend and are taking action to increase the attractiveness of the sector and highlight the quality of the jobs available. The International Road Transport Union (IRU), the European Shippers' Council (ESC) and the European Transport Workers' Federation (ETF) have joined forces and are working together to improve tangibly the current situation, starting with this charter.


The primary objective of this charter is to improve the treatment of drivers at loading and unloading sites and thereby improve working conditions, increase operational efficiency, and ultimately, contribute to making the driving profession more attractive.

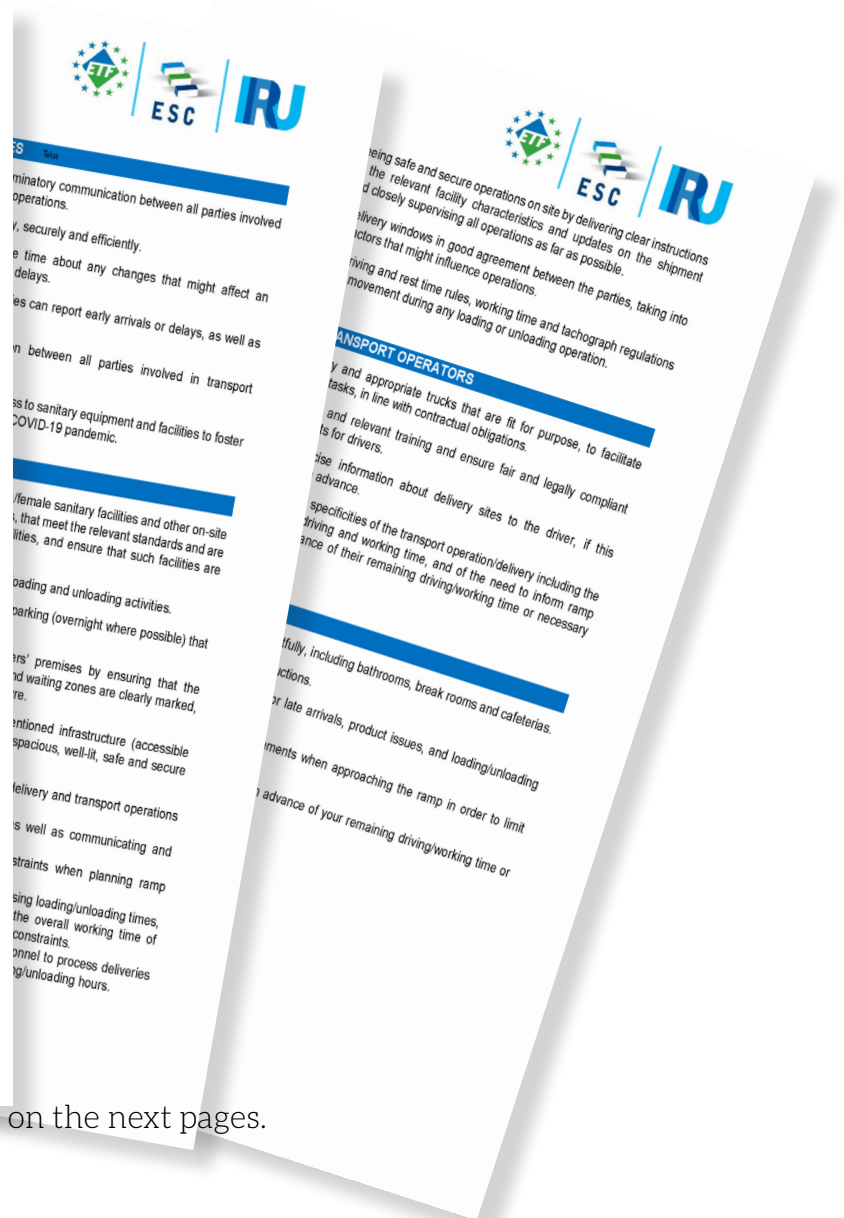
We recognise the importance of adhering to common values and promoting cooperation on the ground, to tackle efficiently the current challenges we face. Our partnership is therefore based on the following shared principles:

- Road transport is vital to mobility, the supply chain and the global economy.
- Professional drivers are a key asset in the supply chain.
- The severity and urgency of the shortage of professional drivers necessitates urgent action by a wider alliance of stakeholders.
- The treatment of drivers at delivery sites is one of the key elements to improving the attractiveness of the profession, and thus tackling the driver shortage.
- Legal compliance and mutual respect will remain at the core of our common values.

All interested industry stakeholders are encouraged to join the initiative and lead by example. Signatories will contribute to making the road transport industry a better place to work and must be committed to improving the current working conditions.

Join IRU, ETF and ESC by signing the Charter and commit to improving the treatment of drivers at company premises.

Name: Dirk Reasse
Position: General Manager
Organisation: ESPORG
Signature: 



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You can find the content of the full charter on the next pages.



COMMITMENTS FOR ALL PARTIES

- Ensure respectful and non-discriminatory communication between all parties involved in pick-up, delivery and transport operations.
- Plan and execute operations safely, securely and efficiently.
- Advise the relevant parties in due time about any changes that might affect an operation, including early arrivals or delays.
- Provide contact points to whom parties can report early arrivals or delays, as well as emergencies and incidents.
- Ensure mutual trust and cooperation between all parties involved in transport operations.
- Ensure drivers have easy and safe access to sanitary equipment and facilities to foster driver well-being during and beyond the COVID-19 pandemic.

COMMITMENTS FOR SHIPPERS

- Provide drivers with access to suitable male/female sanitary facilities and other on-site facilities, such as break rooms and cafeterias, that meet the relevant standards and are proportionate to the size of the delivery facilities, and ensure that such facilities are installed and operated correctly.
- Provide properly trained personnel on site for loading and unloading activities.
- Provide drivers with access to safe and secure parking (overnight where possible) that is suitable for heavy goods vehicles.
- Guarantee the safety of drivers at the shippers' premises by ensuring that the appropriate areas are well-lit, pedestrian zones and waiting zones are clearly marked, and there is sufficient space for trucks to manoeuvre.
- Ensure that provisions are made for the aforementioned infrastructure (accessible sanitary facilities, pedestrian zones, and sufficient, spacious, well-lit, safe and secure parking areas) when constructing new sites.
- Ensure the overall efficiency and speed of pick-up, delivery and transport operations

by:

- Allocating slots to avoid queuing at gates, as well as communicating and reallocating slots in case of delays/incidents.
- Taking into account driving/working time constraints when planning ramp management/slot allocation.
- Providing accurate paperwork in due time, minimising loading/unloading times, and facilitating the integration of

such times in the overall working time of drivers, taking into account the relevant regulatory constraints.

- Ensuring the availability of sufficient qualified personnel to process deliveries and assist drivers, including outside of regular loading/unloading hours.
- Guaranteeing safe and secure operations on site by delivering clear instructions including the relevant facility characteristics and updates on the shipment status, and closely supervising all operations as far as possible.
- Provide flexible delivery windows in good agreement between the parties, taking into account external factors that might influence operations.
- Acknowledge the driving and rest time rules, working time and tachograph regulations to minimise internal movement during any loading or unloading operation.

COMMITMENTS FOR TRANSPORT OPERATORS

- Provide the necessary and appropriate trucks that are fit for purpose, to facilitate loading and unloading tasks, in line with contractual obligations.
- Provide the necessary and relevant training and ensure fair and legally compliant contractual arrangements for drivers.
- Provide clear and concise information about delivery sites to the driver, if this information is available in advance.
- Make drivers aware of the specificities of the transport operation/delivery including the potential impact on their driving and working time, and of the need to inform ramp workers sufficiently in advance of their remaining driving/working time or necessary breaks.

COMMITMENTS FOR DRIVERS

- Use shippers' facilities respectfully, including bathrooms, break rooms and cafeterias.
- Respect safety and other instructions.
- Communicate incidents, early or late arrivals, product issues, and loading/unloading operations in real time.
- Avoid stop-and-go vehicle movements when approaching the ramp in order to limit driving time.
- Inform ramp workers sufficiently in advance of your remaining driving/working time or necessary breaks.

MOMENTUM FOR DYNAMIC DATA FOR DRIVERS

Thanks to its geographical location, Flanders is the gateway to the European mainland. This localization therefore means a lot of goods that drive in and out of Flanders. Some of these movements still take place on the road. To carry out these movements, truck drivers are obliged to observe the driving and rest times. This means that a truck driver sometimes has to look for a parking space. The time that is needed to look for a free parking space can sometimes be difficult because the driver cannot exceed his driving time. Currently, the driver often has no information about the parking facilities with free spaces in his area. It is all about that missing information that this pilot project is about. The agency of road and traffic is investing in a pilot project to visualize the dynamic occupancy of truck parking spaces for freight transport on Flemish roads.

DSRC reader and ticket system at the parking of Kalken

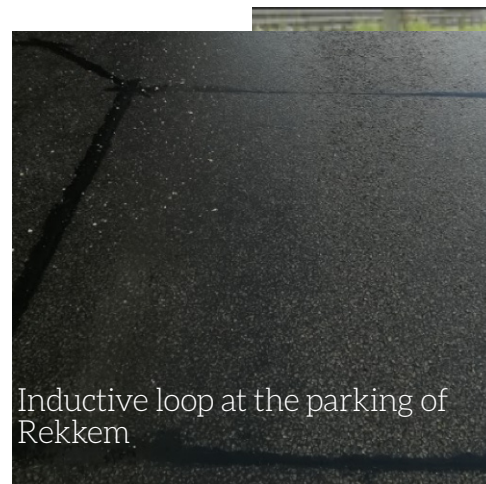
For the roll-out of the pilot project, a stretch of 80 km along the E17 motorway has been selected from Kalken to the French border (in the direction of France). This Route was selected because the parkings along this route have a very varied concession (Total, Shell and the agency of roads and traffic). This route contains a total of 5 truck parking areas: Kalken-North, Nazareth-North, Kruishoutem-North, Marke-North and Rekkem-North. To generate the dynamic occupancy rate of truck parking lots in real time, numerous sensors have been installed in these 5 parking lots.

There are many possible detection methods. We selected detection methods based on a QCD (quality, costs and delivery) analysis. This analysis has brought us to 6 detection methods that we are investigating. Each detection method was compared with manual counts performed on site. The following detection methods have been compared:

- Kalken: ticket system (from the first safe and secured parking), DSRC readers (Dedicated Short-Range Communication, reads the on board units in a truck) and inductive loops (located in the road surface and they work on the basis of magnetic flux change)
- Nazareth: traffic sensors (pots in the road surface that work on the basis of magnetic flux change), inductive loops and parking sensors (two pots in every parking space that work on the basis of infrared)
- Kruishoutem: parking sensors and barriers (that are already present at the parking)
- Marke: parking sensors, DSRC readers, inductive loops and traffic sensors
- Rekkem: traffic sensors and inductive loops

The dynamic occupation rate is generated by an aggregator from all these detection methods. The occupation rate is visualized on the VMS signs along the road, on an application and on a website. On the VMS signs along the road we visualise free or full. In the application we give more details of the number of free spaces available at that moment.

The visualization on the VMS boards and in the application started on October 22, 2020. We are currently visualizing this occupancy rate at least until the end of this year, but an extension is certainly possible. During this visualization, we will question truck drivers and transport companies about their impressions of the system. Is the data being used effectively? Will we get a better spread of the number of trucks across the 5 car parks? These questions will be answered by an evaluator. Because we are in the middle of the corona crisis, the questions to the drivers will only be asked via the truckmeister application. We hope that the truck drivers download the application Truckmeister and answer the questions. This evaluation will play an important role in any follow-up actions similar to this project.



Inductive loop at the parking of Rekkem



Parking sensor at the parking of Kruishoutem



Traffic sensor at the parking of Nazareth

ESPORG NEWS

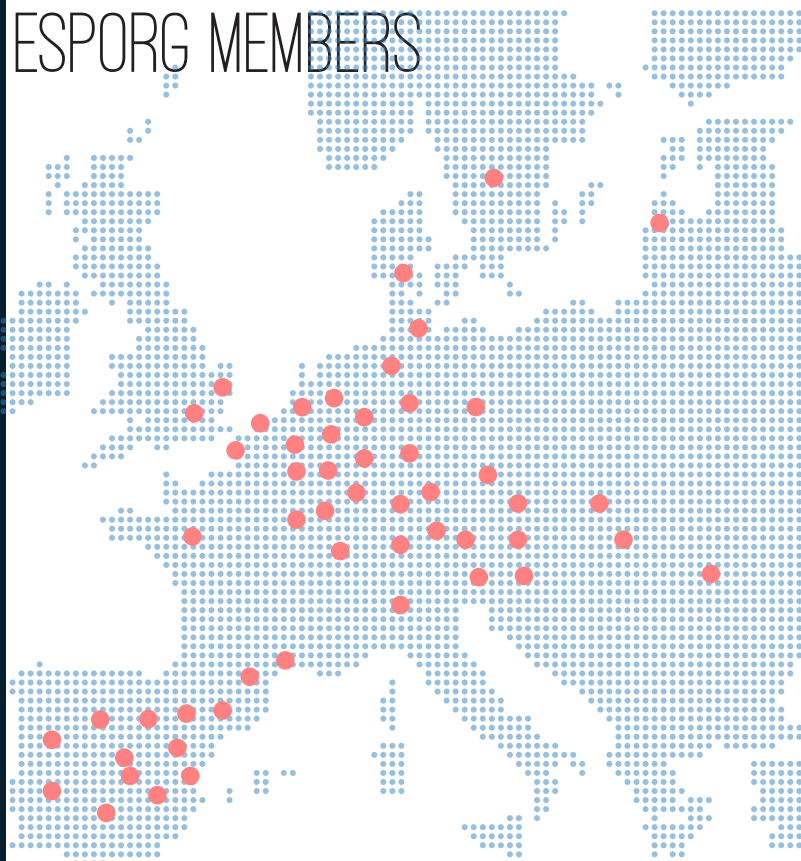
Mr. Gheorghe Falca, Member of the Transport Committee of the European Parliament, had the opportunity to visit the existing rail-road terminal at Curtici in Romania, near the Hungarian border. This installation is managed by the ESPORG member Trade Trans Combi SRL, which is coordinating the new CEF project Creating a network of connected safe and secure parking areas in Hungary and Romania (SecureNetwork) together with IDE KFT, which will create a new safe and secure parking area in Romania along with a new safe and secure parking area in Hungary, and which will also enable the upgrade of two existing parking areas in Hungary.

Mr. Falca expressed his satisfaction that this project and the project of ESPORG member Caspy Europarking SRL (see more details in this edition of INTRANSIT) receive support from the European Commission. "I believe that safe, secure and connected parking areas are a crucial part of a modernisation of the road infrastructure network across the European Union", he explained. "At the same time, the example of Trade Trans Combi shows that, in addition to the traditional concept of security, we also have to go a step further and focus on intermodal connectivity, Intelligent Transport Systems and alternative propulsion systems", he continued. "Given the current discussions around the implementation of the European Green Deal and the Mobility Package at EU-level, I believe that the emphasis should be placed on using Safe and Secure Parking Areas as smart logistic hubs for services to truck drivers, hauliers and shippers catering for secure, socially acceptable and environmentally friendly market-driven solutions."

Bogdan Seran, the managing director of Trade Trans Combi, expressed his gratitude for the interest and support granted by the European Union. "Our group has been involved in smart logistics for decades, providing intermodal transport services at the highest levels, especially in Central and Eastern Europe. We are pleased to see that the topic of safe, secure, connected and sustainable parking areas is high on the agenda and we stand ready to do our part in order to anticipate and satisfy the needs of our customers".

The next edition of INTRANSIT will feature a detailed profile of the SecureNetwork project. Stay tuned.

ESPORG MEMBERS



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