

INTRANSIT

The magazine for secure parking areas and transport companies, No. 14 December 2020



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INTRANSIT
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Dear Members and Friends of ESPORG,

Welcome to our final edition of INTRANSIT for 2020. This has been a rollercoaster of a year, but we are incredibly proud of our network for not only handling the challenges of the pandemic, but also for pushing forward the promotion of safe and secure truck parking areas and for improving driver conditions and the entire logistics industry.

In this edition, we will take a closer look at efforts to further clarify and provide a common understanding of the Mobility Package as well as ITS opportunities in real life conditions. In addition, we will take a look at the overall needs of the logistics industry.

As we move forward into 2021, we want to encourage all parking areas to certify their safe and secure parking areas through the EU-Parking Standard. More and more logistics companies want to ensure the safety of their drivers and secure their loads by only using certified truck parking areas. Certification is a vital key to safe and secure parking. ESPORG is happy to help facilitating the certification process.

As we also see in this edition, the EU-Parking Standard is becoming increasingly important to all those involved in the logistics industry. Service providers, architects, operators, local and national authorities, and so many more are interested in learning about the cornerstones of the Standard and how to implement these in a practical way. ESPORG is happy to provide this training through the EU Parking Academy.

As always, thank you for promoting safe and secure parking areas together with ESPORG and we wish you happy holidays and a wonderful New Year!

Best wishes,
Dirk Penasse

THE ESPORG WORK GROUP SAFE AND SECURE TRUCK PARKING

The ESPORG Work Group Safe and Secure Truck Parking met on December 22nd to discuss the plans for the Delegated Act on establishing standards to provide further detail concerning the level of service and security with regard to safe and secure truck parking areas and concerning the procedures for their certification.

Participants, namely the associations and companies CEDR, EPDA, GDV, TVM and UETR, agreed to roll out a joint marketing and communication plan together with ESPORG in order to incentivize parking areas to be certified and to inform the transport industry more in detail about the EU-Parking Standard and the possibility to create safe, secure and sustainable transport hubs.

The working group will continue to explore ways to align on the scope of a safe, secure and sustainable transport hub. Driver wellbeing, security needs and alternative propulsion systems are topics at the forefront of the group's efforts. It was repeatedly stressed that local, national and EU regulation should be in balance to safeguard the interests of the transport industry and infrastructure providers.



ITPS QUALITY PACKAGE DISCUSSED AT EU EIP ONLINE WORKSHOP

EU EIP sub-activity 4.1 “Determining Quality of European ITS Services” has been dedicated to establishing frameworks for quality assessment in several ITS data and service domains. The goal is to further enhance the quality of ITS services on the path to a functioning network of National Access Points for static and dynamic data of truck parking areas, feeding into the EU TENtec system.

One product of this sub-activity is a quality framework for the domain of Intelligent Truck Parking Information Services (ITPS). This framework, called the ITPS Quality Package, defines quality criteria, quality requirements and assessment methods for ITPS across Europe. It has been published here:



<https://eip.its-platform.eu/highlights/intelligent-truck-parking-services-itps-quality-framework-published>

As a follow-up action, the ITPS Quality Package has been validated under real-life operating conditions in the Netherlands and in Germany. The Dutch validation has been already reported here:

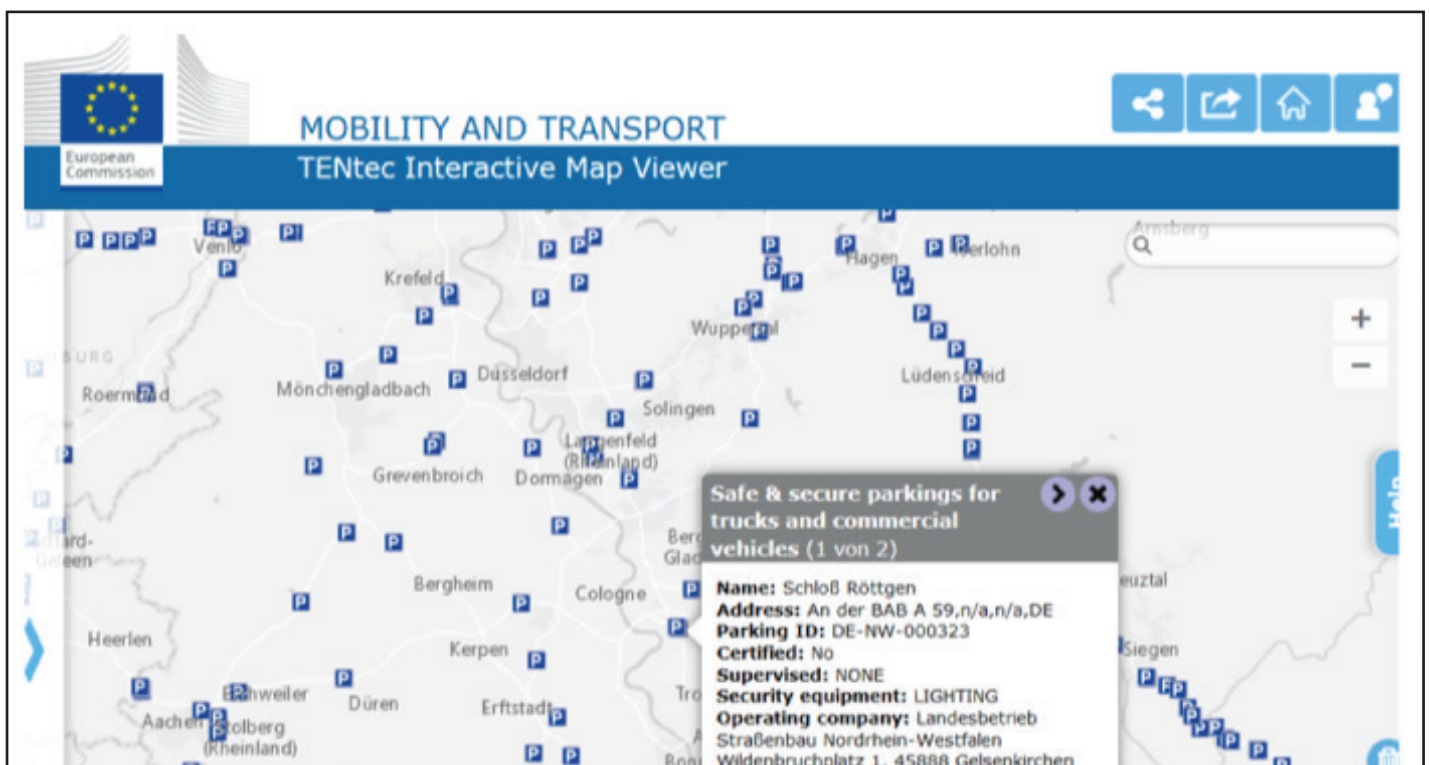


<https://www.its-platform.eu/highlights/quality-assessment-itp-netherlands>

These EU EIP elaborations were presented to about 20 truck parking stakeholders, including ESPORG, during an online workshop on December 17, 2020.

THE WORKSHOP GOALS WERE TO:

- learn about the current elaboration of the ITPS Quality Package,
- learn about the recent validation tests,
- discuss quality aspects and issues with the EU EIP team and other stakeholders, and
- give input for the upcoming work by EU EIP.



The Dutch validation examined how individual quality criteria are met by the information basis in the National Access Points, based on ground-truth comparisons. One of the observations was that quality levels for public vs. private truck parking operators were quite different. Additionally, it was revealed that some private parking operators are not willing to expose their data on the NAP, to keep the number of clients rather restricted.

Within the German validation, the completeness of records about truck parking facilities, as provided within the National Access Point, was examined, looking at the mandatory data fields from the DATEX II profile. It was found that some basic data fields (such as geolocations) are mostly provided, whereas some other fields (such as service facilities) are only occasionally provided. Moreover, the completeness levels differ when looking individually at the German regions.

Both validations also indicate that the definitions from the ITPS Quality Package are stable. i.e. the criteria can be replicated in real-life environments, and quality requirements seem to be at reasonable levels.

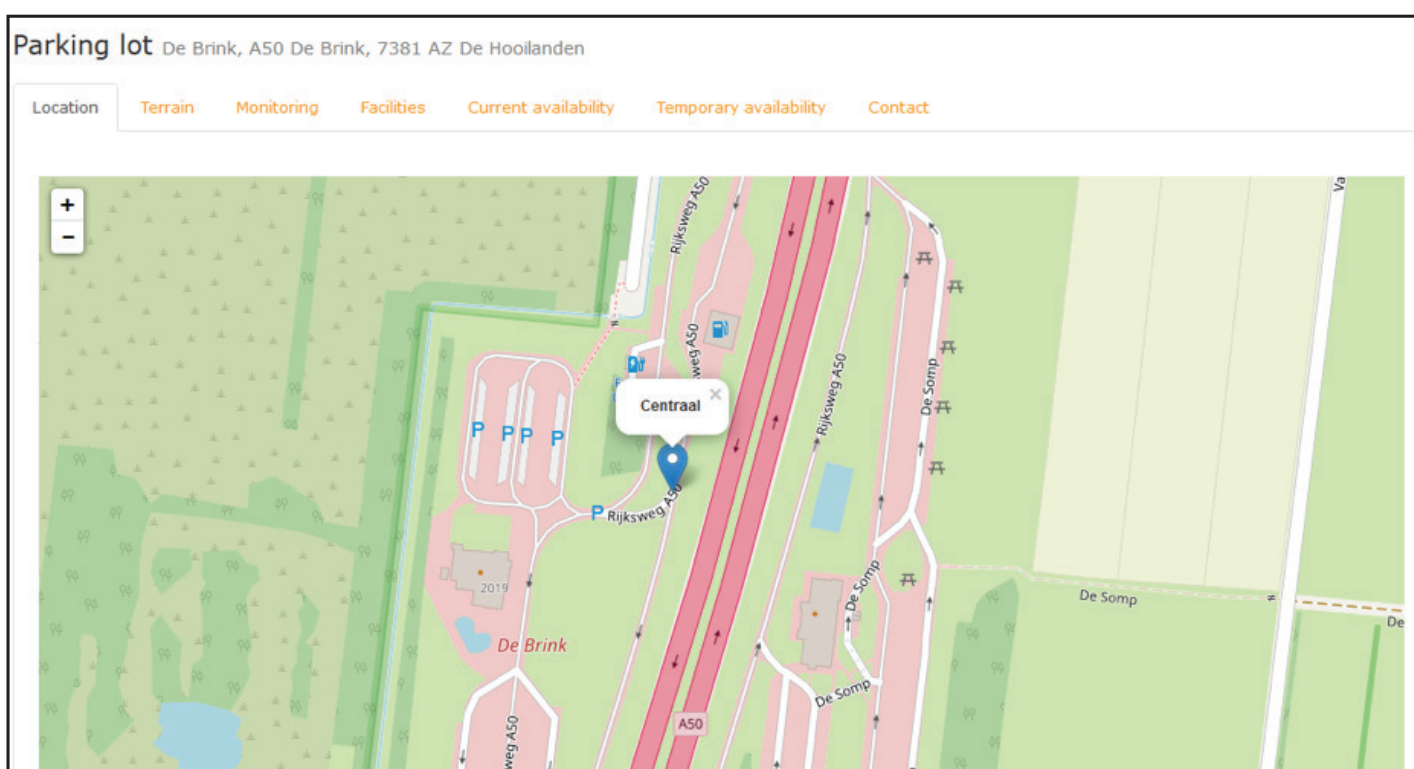
Next, an open session was conducted to review the approach of the EU EIP activity, and explore quality requirements by present ITPS experts.

THE FOLLOWING QUESTIONS WERE DISCUSSED:

- Are the EU EIP quality definitions sufficient for a common understanding on Truck Parking Information quality?
- What is your experience on data quality from external providers?
- What is the role of private parking operators in the data ecosystem?
- How to do quality checks for data about truck parking places?

Based on the feedback, data quality issues are important for the audience in terms of building a solid information base for the individual services. However, other issues seemed to be also important, such as the business perspectives of truck parking operators. It was stated that costs and benefits for delivering data (according to EU Regulations) do not always pay off. For the qualitative work, this means that the data perspective has to be put in a wider context, also reaching out to strategic and business goals of stakeholders in the ITPS domain.

As one of the workshop benefits, new relationships were built between the EU EIP Quality group and dedicated ITPS experts and actors. The EU EIP Quality group will foster future exchange with these experts and actors in terms of quality issues.



THE EUROPEAN COMMISSION PROVIDES CLARITY REGARDING THE MOBILITY PACKAGE

The Mobility Package I has provided new rules regarding driving times and rest conditions of drivers since its enforcement on August 20, 2020. There have been many questions from the logistics industry regarding the interpretation and implementation of these rules. The Commission has therefore provided further clarification in order to ensure a common understanding of the new legislation.

You can find the full questions and answers below or via the website: https://ec.europa.eu/transport/modes/road/mobility-package-qa_en

Mobility Package: Questions and Answers

Questions and Answers on the implementation of Mobility Package 1

Mobility Package 1 is in force and the social provisions on driving times and rest conditions of drivers have been applying since 20 August 2020. The priority of the European Commission now is to ensure a common understanding and consistent implementation of the new provisions. Therefore, the Commission prepared the following first set of Questions and Answers to address most pressing implementation questions raised by the sector. This will be gradually complemented by further questions and answers on the other provisions of Mobility Package 1, where necessary. It should serve as the guide for drivers, road transport operators and enforcers to ensure that the rules are applied and controlled in a harmonized manner throughout the EU.

DISCLAIMER: This set of questions and answers was prepared by the Commission services and does not commit the European Commission. Only the Court of Justice of the European Union is competent to authoritatively interpret Union law. In this context, it is noted that Article 8(8) and Article 8(8a) of Regulation (EC) 561/2006, covered by questions 1 to 6, currently form the object of annulment proceedings before the Court of Justice. The examples given are illustrative and the list of concrete examples will be developed further.

I. RETURN OF A DRIVER

1. How shall the obligation of return of the driver to “home” be understood and applied? What are the respective obligations and rights of the employer and of the driver ?

Article 8(8a)

The objective of the measure is to improve the working conditions of drivers in road transport by avoiding that they spend excessively long periods on the road.

The obligation is on the transport undertaking, to organise the work of drivers in such a way that they are able to return (‘home’) within each period of three or four consecutive weeks (depending whether the driver had two consecutive reduced weekly rests).

Article 8(8a) of the Regulation refers to two possible places of return that must be offered and organized by the employer, namely the employer’s operational centre where the driver is normally based in the Member State of the employer’s establishment, or the drivers’ place of residence when the latter differs from the employer’s place of establishment.

As stated by Recital (14) of the Regulation, “[...] the drivers are free to choose where to spend their rest period”, it is up to the driver to choose among the two options offered by the employer. This im-

plies that the driver may not be obliged by the employer to choose the employer's establishment as the place of return.

A question can arise where the driver does not express a choice between these two possibilities. In this case, the employer can choose between the two, according to what is considered more convenient. Evidence in this context would include an invitation (e.g. e-mail), put to the driver but not followed up, to choose between the residence or the operational centre of the undertaking.

A different matter is where the driver ultimately spends his or her rest. In this respect, the Regulation does not prescribe any particular place and there can be no infringement to EU law on this count. That said, the employer has to offer the possibilities of return as prescribed by the Regulation. The rule establishes an obligation of an organisational nature, combined with an obligation to keep the corresponding records for checks by the competent authorities.

While the driver may choose his/her place of rest, he/she has no possibility to release the employer from its obligations to organize the work enabling the regular return to "home". This obligation on the transport undertaking remains, whatever the driver declares, and whatever he or she ultimately makes out of it.

To sum up, the employer is obliged to offer to the driver a possibility of return to either his or her place of residence or to the employer's operational centre where the driver is normally based, through an appropriate organisation of the work. Such organisation has to be actively undertaken, without particular request by the driver. As regards the concrete place of rest, this is a matter for the driver to consider and does not require the employer nor the driver to keep any particular evidence.

For example, a Polish driver residing in Slovakia and employed by a company established in Poland carries out transport operations between France and Spain. The employer must offer the choice to this driver, and organise the work accordingly, so as to enable the driver to return either to the place of residence (Slovakia) or the operational centre of

the company (Poland) on regular basis. The driver may however inform the employer of his/her decision to take the opportunity of a break to go to another place, e.g. south of Italy for holiday. After the break, the driver will go directly from the place where he took his rest in Italy to the place where he/she will restart work (Spain or France).

2. How shall the transport undertaking prove that it has organised the work in such a way that the driver has the possibility to return to either the place of residence or to the operational centre of the undertaking?

Article 8(8a)

A2 Transport undertakings shall use tachograph records, duty rosters of the drivers or other documentation to prove compliance with the obligation to organise the return of the driver (recital 14 of Regulation (EC) No 561/2006). Other documentation proving that the employer offered a genuine possibility to the driver to return either to the place of residence or to the operational centre of the undertaking could include, for example, tickets or any other proof of other travel arrangements (e.g. a proof that a driver travelled back 'home' by a mini-bus provided by an employer).

The evidence must be kept at the premises of the undertaking and be presented if requested by the control authorities of the Member State of establishment of the employer or by the control authorities of any other Member States. The driver should not be requested to possess such have evidence, nor to possess evidence of the place where he spent a regular weekly rest or longer break. After having performed a roadside check, the control authorities could for example decide to request additional information on the activity of a driver to the authorities of the Member State where the road transport undertaking is established. Regulation (EC) No 561/2006 and Directive 2006/22/EC provide that Member States shall assist each other in applying the Regulation and in checking compliance herewith.

The obligation of the employer to enable a regular return of a driver is of an organisational nature, combined with an obligation to keep corresponding records for checks by competent authorities.

Therefore, a declaration/a waiver signed by a driver (for example, as part of employment contract or a declaration renouncing in advance to the right of return, i.e. before the driver receives an offer from the employer) renouncing his/her right to choose a return “home” cannot exonerate the employer from the obligation to offer a real possibility to return, nor from the obligation to organise the work accordingly.

3. Who should pay for the travelling costs of a driver to return to either the operational centre of the undertaking or to the place of residence?

Article 8(8a)

If a driver ends his/her working period in the one of the two places of his/her choice for the return or in the vicinity of one of those places, then there are no additional traveling costs involved for the employer.

In case where the working period preceding the return to one of the two places ends in a place distant to the chosen place of return, then the employer’s obligation to organize the return of the drivers includes a financial responsibility to cover traveling costs.

When a driver decides not to benefit from the employer’s offer to return to the driver’s place of residence or to the operational centre of the employer and decides to spend his/her rest period in another place, then any travelling costs to and from this place should be covered by the driver.

The same principles apply to drivers having a place of residence in a third country and being employed by the company established in the EU.

4. Is the provision applicable to self-employed drivers? How can a self-employed driver prove that s/he fulfilled the obligation of return to the place of residence or to the operation centre of the undertaking?

Article 8(8a)

Article 8(8a) applies to employed drivers only.

Regulation (EC) No 561/2006 does not define what marks an employment relationship. However, absent a reference to national law, the concept must be understood as having an autonomous meaning based on objective factors.

For its interpretation, inspiration may be drawn from jurisprudence regarding similar situations (see Cases C-658/18, paragraphs 88 et seq.; C-147/17, paragraphs 41 et seq.; C-316/13, paragraphs 27 et seq.). Thus, the determination of the existence of an employment relationship should be guided, by the facts relating to the actual performance of the work and not by the parties’ description of the relationship. According to the Court, whether a person is an employed person or not must be determined in accordance with objective criteria which distinguish the employment relationship by reference to the rights and duties of the persons concerned. The essential feature of an employment relationship is that for a certain period of time a person performs services for and under the direction of another person in return for which he/she receives remuneration.

To the same effect, even though the definition of “self-employed driver” contained in Directive 2002/15/EC is not as such applicable in the context of Regulation (EC) No 561/2006, regard may be had as well to that definition. An activity conducted as “self-employed driver” within the meaning of that definition should not be considered as giving rise to an employment relationship for the purposes of Article 8(8a) of Regulation (EC) No 561/2006.

Genuinely self-employed persons do not fall within the scope of Article 8(8a). However, a person, that is merely declared to be self-employed but whose situation fulfils the conditions characterising an employment relationship with another (natural or legal) person, instead must be considered as employed person for the purposes of Article 8(8a) and is thus covered by this provision.



II. BAN TO TAKE A REGULAR WEEKLY REST IN THE CABIN OF THE VEHICLE

5. What constitutes suitable gender-friendly accommodation to take the regular weekly rest periods?

Article 8(8)

The legislation clarifies that regular weekly rests of at least 45 hours must be taken in suitable gender-friendly accommodation with adequate sleeping and sanitary facilities, they cannot be taken in the cabin of the vehicle.

There is no definition nor a list of criteria to define the notion of suitable accommodation in the legislation and it is important to leave flexibility on the type of accommodation that drivers may use.

However, Article 8(8) clearly requires that the accommodation offers adequate sleeping facilities and sanitary facilities. The facilities should leave enough privacy for each individual.

Several types of accommodation may fulfil those criteria, for instance, a hotel, motel rental apartment or a private home.

6. What evidence should a driver present to a controller to prove that he/she has not spent the regular weekly rest in the truck but in a suitable accommodation?

Article 8(8)

Article 34(3) of Regulation (EU) No 165/2014 specifies that Member States shall not impose on drivers a requirement to present any forms attesting for drivers' activities away from the vehicle. This covers also a situation of taking a regular weekly rest outside the vehicle. Thus, enforcers cannot require from drivers documents proving that their regular weekly rest preceding the roadside inspection was not spent in the vehicle.

Drivers or employers can only be fined for non-compliance with the prohibition of taking the regular weekly rest (or rest of more than 45 hours taken in compensation) in the vehicle when they/their drivers are caught having a regular weekly rest inside the vehicle at the time of the control.

III. FERRY RULE

7. Does a driver accompanying a vehicle transported by ferry or train, for a journey of 8 hours or more, and with access to a sleeper cabin, have to take the other parts of the regular weekly rest period in a suitable accommodation, or is s/he allowed to spend these parts of the regular weekly rest in the vehicle?

Article 9

According to Article 8(8) of Regulation (EC) No 561/2006, the regular weekly rest periods and any weekly rest period of more than 45 hours taken in compensation for previous reduced weekly rest periods must not be taken in a vehicle. They must be taken in suitable accommodation, as detailed in the Regulation.

Article 9(1) of the Regulation deals with the situation where a driver accompanies a vehicle which is transported by ferry or train, and in this context provides for certain derogations. While referring to Article 8 as whole, it does not allow to derogate from the ban established in Article 8(8), of taking certain types of rest in the vehicle. Instead, as follows from its terms, derogations permitted thereunder may only concern the possibility to "interrupt" certain rest periods, i.e. a regular daily rest period, a reduced weekly rest period or a regular weekly rest. It thus only derogates from the provision whereby a "rest" constitutes "any uninterrupted period during which a driver may freely dispose of his time".

As a result, the driver may not, before embarking and/or after disembarking from the ferry/train, spend a part of his/her regular weekly rest in the vehicle.



IV. REDUCED WEEKLY RESTS

8. When a driver has taken two reduced weekly rest periods consecutively, may the two compensation periods be attached separately to other rest periods of at least nine hours and performed during the international transport operation?

Article 8(6b)

Any derogation from the general rules must be interpreted and applied strictly, so as not to jeopardize the objectives of the legislation. As indicated in recital 8 of Regulation (EU) 2020/1054 amending Regulation (EC) No 561/2006, the intention of the legislator is to allow drivers engaged in a long-distance international journey to return home for the regular weekly rest and be compensated for previous reduced weekly rest periods.

Article 8(6b) of the Regulation clearly specifies that the regular weekly rest taken after two reduced weekly rests shall be preceded by the rest taken in compensation for the previous two consecutive reduced weekly rests and not by any other activities such as driving or other work. Thus, the two compensations must be taken en bloc and attached to the obligatory regular weekly rest following the two consecutive reduced weekly rests

V. EXCEPTIONAL EXCEEDING DRIVING TIME

9. What are the exceptional circumstances when the driver may exceed the daily and weekly driving time? How to control such exceptional circumstances?

Article 12, paragraphs 2 and 3

Exceeding the daily and/or weekly driving times is allowed exclusively to enable the vehicle to reach a suitable stopping place and to the extent necessary to ensure the safety of persons, of the vehicles or its load, or in exceptional circumstances in cases where a driver needs to reach his/her place of residence or the employer's operational centre in order to take a weekly rest period, or a regular weekly rest period. These two new derogations may be used when, due to unforeseen

circumstances independent from the driver's or operator's will (weather conditions, congestion, delays at loading/unloading points, etc.), a driver is not able to reach one of the places indicated above for a weekly rest without breaching rules on daily or weekly rests.

For instance, a driver from a peripheral country engaged in long international journey who, due to unforeseen circumstances which delayed the journey, is not able to reach his place of residence, would, relying on this provision, not need to spend 45 hours of a regular weekly rest in another place not far from his/her place of residence.

As indicated in the new paragraph 4 of Article 12 of the Regulation, the driver is required to indicate the reason for departure from the driving time limits manually on the printout or record sheet or duty rooster. This statement makes the driver accountable for the inserted information.

The extension of the driving times under the exceptional circumstances mentioned above must not result in shortening the rest period following this extension. As stated in the new paragraph 5 of Article 12 of the Regulation, any period of extension under this Article must be compensated by an equivalent period of rest taken en bloc with any rest period, by the end of the third week following the week during which the derogation has been applied.

10. Can a driver exceeding the daily and weekly driving time because of exceptional circumstances also exceed the maximum fortnightly driving time limit of 90 hours?

Article 12, paragraphs 2 and 3

The possibility for drivers to exceed daily and/or weekly driving times in exceptional circumstances to reach their place of residence or the employer's operational centre in order to take a weekly rest or a regular weekly rest period does not allow drivers to derogate from the maximum fortnightly driving time limit of 90 hours set out in Article 6(3) of Regulation (EC) No 561/2006.

The new paragraph 2 of Article 12 of the Regulation enumerates clearly the provisions from

which the driver may depart, which are Articles 6(1) and (2) on the maximum daily and weekly driving time limits and Article 8(2) on the obligation for the driver to have taken a new daily rest period within each period of 24 hours after the end of the previous daily or weekly rest period. The driver must in all cases comply with the maximum 90-hours driving limit over two weeks.

For instance, a driver who has driven 56 hours in a given week (week 1) may drive two additional hours after having taken a break of 30 minutes in order to reach his or her home to take a regular weekly rest. In the subsequent week (week 2), the driver will have to ensure that s/he does not drive more than 32 hours. This extension of two hours will have to be compensated by an equivalent period of rest taken en bloc before the end of the third week following week 1.

VI. MULTI-MANNING

11. Is a driver involved in multi-manning obliged to take a break of 45 minutes in the moving vehicle? Can the break be longer than 45 minutes?

Article 7

A driver involved in multi-manning operation is not obliged to take a break of 45 minutes in the moving vehicle, sitting next to a driver actually driving a vehicle. It is up to the driver to choose whether or not he wants to take his/her break in a moving vehicle or outside the vehicle.

The break can certainly be longer than 45 minutes if it is taken outside the vehicle. The break taken in a moving vehicle must be a break of 45 minutes taken en bloc, as stipulated in the new (third) paragraph of Article 7 of Regulation (EC) No 561/2006. The remaining time spent in the vehicle sitting next to a driver actually driving that vehicle must be recorded as period of availability, as specified in the third paragraph of Article 3(b) of Directive 2002/15/EC.

VII. BORDER CROSSING

12. When does the obligation of manual recording of border crossing start applying?

Article 34(6), point (f) and Article 34(7) of Regulation 165/2014

Articles 34(6) point (f) and (7) of Regulation (EU) 165/2014 provide that drivers shall manually record the symbol of the country that they enter after having crossed a border of a Member State. The obligation applies from 20 August 2020 in respect of vehicles equipped with an analogue tachograph and from 2 February 2022 in respect of vehicles equipped with a digital tachograph.

The driver must stop at the nearest possible stopping place at or after the border. Where the crossing of the border of a Member State takes place on a ferry or train, the driver must enter the symbol of the country at the port or station of arrival.

It is also important to note that, since 20 August 2020, drivers of vehicles fitted with an analogue tachograph are required to record the symbol of the countries in which the daily working period started and finished, as was already the case for vehicles fitted with a digital tachograph.



INTERVIEW WITH DIRK PENASSE ESPOrg GENERAL MANAGER

On December 4, 2020, ESPOrg General Manager, Dirk Penasse, gave an interview regarding the evaluation of the Regulation N°1315/2013 on Union Guidelines for the development of the Trans-European Transport Network. The interview was conducted by Senior Consultant Daniela Carvalho from TIST, Consultores em Transportes, Inovação e Sistemas S.A. Mr. Penasse stressed the importance of the EU-Parking Standard, the opportunities ITS provides parking operators and the logistics industry. You can find the full interview below:



Carvalho: Can you briefly describe your role and how it relates to the TEN-T Regulation?

Penasse: In 2007 I built the first safe and secure parking in Belgium and managed it as well. Then I founded ESPOrg with some likeminded parking operators in 2010 with the aim to build a network of secure truck parking areas and deal with certification issues. We now have members in several EU Member States that act at local, national and international level. We help them to optimize their operations, increase their visibility towards their clients, lobby for their interests nationally and internationally, apply for and manage CEF funding related with safe parking etc. . We were also involved in the study defining the standard for safe and secure parking released in 2019, which was published by the European Commission.

Carvalho: Is there an added value in having standards and requirements in the TEN-T Regulation?

Penasse: The Regulation is ok, but the TEN-T was not originally made for safe and secure parking – this has come in later due also to the work of ESPOrg. Funding is still scarce and there is a need to blend funds. Either way, INEA has worked a lot in safe and secure parking lately and they are improving their efforts in this area thanks to knowledge gained about the missing link – safe and secure parking areas - to ensure an efficient TEN-T, connecting it to ITS (for booking and reservation, for instance) and to the provision of a sustainable energy network along the corridors.

Parking places help operationalize Mobility Package I, which mandates resting time outside of the truck in a suitable place. At safe and secure parking places, the driver can leave the truck behind with the fuel and the cargo because it is safe to do so and sleep in a suitable place.

Carvalho: How relevant is the setting of a wide range of other infrastructure requirements as enabler for an EU single Transport area for you?

Penasse: The provision of Safe and Secure truck Parking is not only about trucks stopping at the border or along a corridor. A lot of logistics is multimodal and there is a need to connect the network of safe and secure parking facilities with other transport nodes to ensure the security and efficient exchange of data (e.g. reservation and booking, cargo information etc. to minimize handling time in hubs) in the entire multimodal logistic chain.

For ESPORG it is clear that the entire supply chain would benefit from ensuring that safe and secure parking areas are not only at corridors and borders but also at multimodal hubs.

It is important that Member States and logistics companies understand why it is important to create safe and secure parking areas which link ports, rail terminals and other nodes. Not only for the security of the cargo and efficiency of operations, but also so drivers can rest in suitable places to be more productive and have less accidents.

Carvalho: *Would it be useful to be more prescriptive in the future concerning quality standards over the infrastructure lifetime, in order to assure that TEN-T objectives are met?*

Penasse: ESPORG has clearly said from day one that there should be an obligation on Member States to provide Safe and secure parking as today there are obligation related to driving and rest times. If they force drivers to rest they should also be forced to provide a suitable and safe place to do so. A minimum of safe and secure parking areas for truck should therefore be mandatory along all transport corridors throughout the EU. A delegated act in regard to what requirements the Parking areas should meet is coming out mid next year. These requirements are fully based on the adopted EU standard for safe and secure truck parking.

Carvalho: *How relevant is for you the setting of higher-level requirements for the infrastructure of the core network (i.e. the strategically most important part of the comprehensive network)? Are the higher requirements of added value or should it be the same?*

Penasse: When you take the example of Belgium, which has a central location and where drivers can drive to several Member States in just one day, you realize that the provisions of safe and secure

parking should not follow the 100 kilometer parameter but need to be revised in light of transport density, cross-border travel and also from a multimodal point of view. One has to look at the big picture, which is more complicated than simply introducing a 100 km requirement and naturally this should be looked at EU-wide.

Carvalho: *Can you please give your opinion in relation to the appropriateness and clearness of road infrastructure standards and requirements to assure continuously high-quality roads for safe and secure traffic?*

Penasse: ESPORG is focused on safe and secure parking areas. Today we have a dense road network throughout the EU. Many of these road stretches today lack appropriate parking for trucks – not to mention safe and secure parking. Truck drivers don't drive only along the TEN-T network only, they pick up goods outside the network and they should be able to reach their destination in a safe and secure way also in the case they need to take a rest along a secondary road network.

In the future Safe and secure hubs might be the more correct term. Safe and secure parking areas will become service hubs and as such will provide added value when e.g. electric and hydrogen trucks enter the market. There is a need to build a network of safe and secure parking hubs that include also these functionalities. Safe and secure parking areas are a natural cornerstone of such a network.

Parking areas offer much more than places for drivers' rest periods and may provide other services for the benefit of the TEN-T network. The name will evolve certainly to transport hubs.

Carvalho: *Do you think that more ambitious standards are needed for further enhancing the quality of ten-t infrastructure in operation (ex. safe parking / bridges / life cycle approach / etc.)?*

Penasse: Everything can be improved, especially when information is shared, and collaboration is forged. Belgium is a small country and can be a good example of the need to be more precise when it comes to standards and requirements. If one puts a parking area in Brussels which is in the middle of Belgium, the whole country will be basically covered by the 100 kilometre threshold. This formal compliance is however not sufficient be-

cause millions of trucks pass through the country. It is not realistic to meet the TEN-T policy for safe and secure parking with just one parking area in Brussels. To deal with this problem, we need to build solutions based on collected information, so than we can adjust the location of parking areas against the demand and market needs. There is not one-fits-all solution, and it is not enough to introduce a compulsory requirement to have one parking area every 100 kilometres.

Carvalho: *Reflecting on the objectives for road transport, do you think that provisions for road infrastructure standards and requirements have been successful and effective (quality, seamless cross border mobility, interoperability, safety etc?) And do you think they have contributed for mitigation of congestion and environmental impacts)?*

Penasse: ESPORG have been dealing with Member States representatives over the last decade and they are realizing what the benefits of the network of safe and secure parking areas are compared with situation we had before. Parking areas not only prevent theft of cargo but equally important offer safety and security for drivers. If the driver rests conveniently, he or she will be more productive and have less accidents.

Carvalho: *Specifically for road ITS, how effective do you think provisions have been in enabling continuous traffic management, traffic information, safety enhancement?*

Penasse: ITS for safe and secure truck parking areas is not massively present at the moment—that's the problem. One problem could be that the term of 'parking area' has been insufficiently defined in the past and therefore EU Member States did not precisely know at which parking areas they should require an implementation of ITS solutions. This the EU standard of safe and secure parking areas has solved in my view. We have seen that national access points start to work and that they connect more and more parking areas, which is positive, This said we also see that several national access points do not transmit dynamic data, which is a prerequisite for having efficient solutions.

Now that we finally have a standard for the definition, for levels of service and for security, the authorities have a excellent opportunity to operationalise this area and they are starting to realize

the benefit of having a network of safe and secure parking areas that are also optimized in regards to the use of ITS.

We see a bit of a chicken and egg problem here - why should a parking responsible invest in connecting their information with a national access point when they are not benefitting from it? The parking operator main task is to ensure that the parking is fully utilized. He or she will not invest in infrastructure and ITS if he or she does not see a return on investment or have a clear demand from the authorities that actually make use of the information. If he or she is sending information to a platform that actually make use of the data and which everyone then can use, then he or she has a benefit as well. This because it can increase the customer base and occupation rate of the facilities. This is a logical attitude. The effective use of data and business case is critical.

Portugal is quite peripheral but when you look to the road network, we see a large parking area every 40 kilometers with WCs, hotel and resting places. There is, however, not a solution to book a spot. The operators say that they don't need to invest in ITS because parking places are already full. A correct mix of incentives is therefore needed.

Carvalho: *Do you think road ITS provisions have been cost effective? And in general, do you think costs to comply with the standards and requirements are proportionate to the benefits?*

Penasse: Again our focus in safe and secure parking areas, but it seems to me that tracking the goods and the trucks is fundamental for optimizing the logistics chain and individual transport. A lot of KPIs and information can today be extracted, which can help organize the supply chains, optimize the fuel consumption, ensure maintenance etc. This coupled with dynamic information on traffic etc. means that the logistic is much more efficient today with the use of ITS, not we just need to include also safe and secure parking in the equation.

Carvalho: *COVID impact and what you've learned?*

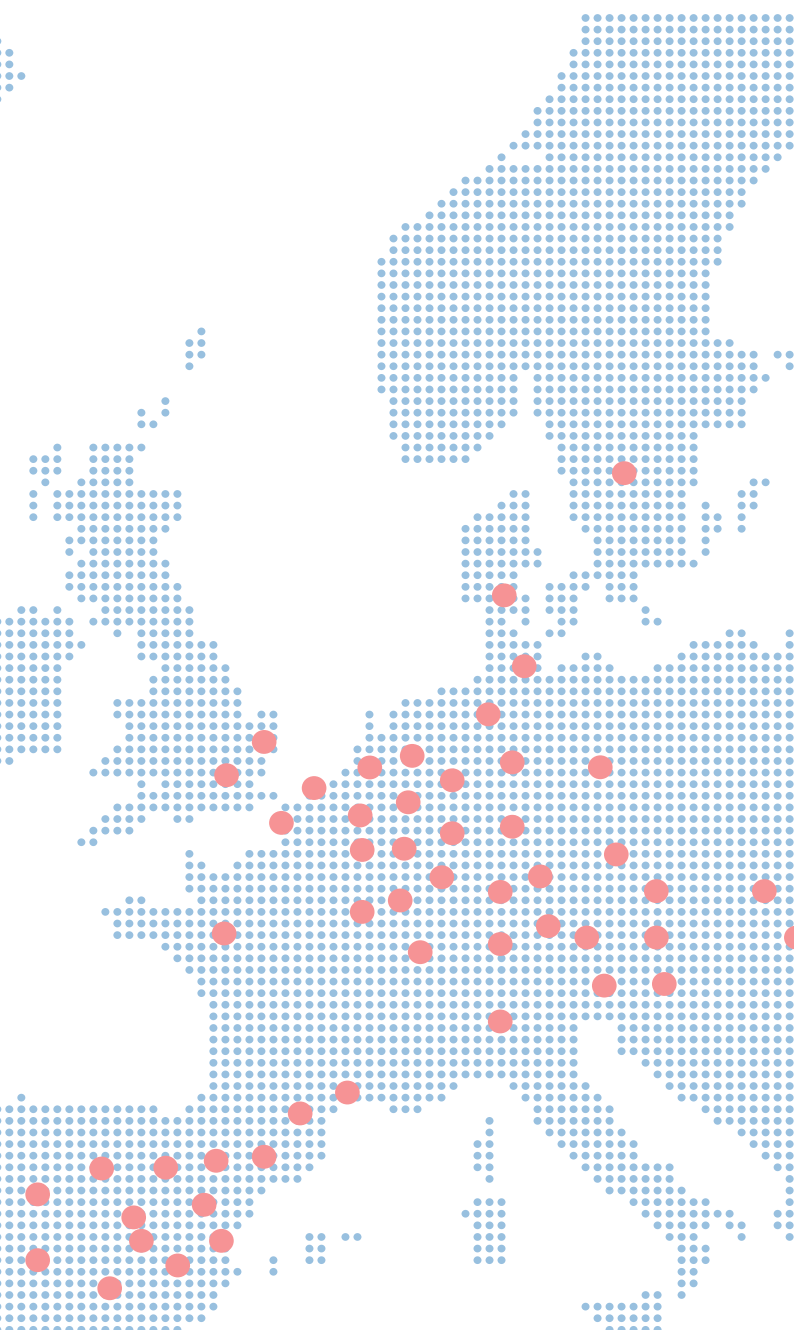
Penasse: That the importance of an efficient logistic chain cannot be underestimated. During the pandemic we have seen our members working tirelessly to support the hard working drivers and

logistics companies. Ensuring that the parking areas were open and that drivers could get a good night sleep and a warm meal.

Carvalho: *Other issues or comments?*

Penasse: Well only that ESPORG continues to work hard to increase the network and that we are ready to welcome even more parking areas, logistic and trucking companies amongst our rapidly growing membership. We have e.g. just initiated a working group at ESPORG involving ports because there has been a growing awareness of the importance of parking places also at these important logistic hubs.

ESPORG MEMBERS



ESPORG NEWS

The EU-Parking Standard is not just for Parking Operators

Ms. Ela Falca, an architect from ProArhitectura, successfully followed the “Proficiency Course EU-PARKING STANDARD” in the beginning of December. Ms. Falca wishes to specialize in building Safe and Secure Truck Parking according to the EU-Parking Standard in order to increase her proficiency in the design of safe and secure truck parking areas. This training, provided through the EU Parking Academy, focuses on the understanding of the EU-Parking Standard, including technology, staff procedures, incident management as well as surveillance and monitoring. Congratulations to Ela Falca on her success! If you are interested in taking a course through the EU Parking Academy, please contact christy.ha@esporg.eu.



Intransit is published by ESPORG, the European Secure Parking Organisation. Responsible publisher: Dirk Penasse (address at main office),



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Michel Scheperslaan 85,
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