

INTRANSIT

The magazine for secure parking areas and transport companies, No. 18 April 2021



ESPORG
European Secure Parking Organisation

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WELCOME

INTRANSIT
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Dear Members and Friends of ESPORG,

Spring has arrived and with it the promise of exciting new efforts at ESPORG! ESPORG has been busy establishing new partnerships, supporting projects to build new safe and secure parking areas, and offering new opportunities for knowledge and growth within the logistics industry.

In this month's edition of INTRANSIT, we will highlight some of our important partnerships: our member SecurITpark in France who has recently expanded, our associated member Bosch who is working to connect drivers more easily with secure parking areas and our Romanian member who is currently in the process of building a safe and secure parking area supported by CEF Funding as part of a larger Global Project. We also have an opinion piece from the UICR, a key association representing truck drivers.

This edition features important information from the Spanish Road Transport Federation which highlights the need for certified parking areas in Spain as well as all over Europe. We want to continue to encourage all parking operators 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 load security by only using certified truck parking areas. Certification is a vital key to safe and secure parking

and ESPORG is happy to help facilitating the certification process.

As we also see in this edition, ESPORG is committed to sharing and growing its knowledge regarding everything surrounding safe and secure parking. The EU Parking Academy online courses are live and available in three languages: English, French, and German. Such courses are mandatory for those who wish to certify their parking areas through the EU-Parking Standard. Please let us know if you are interested in following a course.

Finally, we would like to welcome our new member this month: Transportes Calsina y Carré, S.L. in Spain! We look forward to promoting safe and secure parking together with you!

Best wishes,

Dirk Penasse

SPANISH ROAD TRANSPORT FEDERATION HIGHLIGHTS

NEED FOR SECURE PARKING

FENADISMER, Federación Nacional de Asociaciones de Transporte de España, or the Spanish Road Transport Federation, recently presented some alarming facts and figures regarding the transport industry in Spain in a recent ESPORG workshop. This information highlights the need for support and reform within the logistics industry.

Criminality

The main security risks in Spain and many other countries in Europe are related to cargo theft, vehicle stowaways, and vehicle theft that is often linked to violence against drivers:

- 17% of carriers declare they have been victims of robbery and 30 % of these carriers have been victims multiple times
- In 21% of these cases, the driver was physically attacked
- 60% not only lost their cargo, but also the vehicle itself
- 72% of these robberies occur during the night
- Type of targeted vehicles: articulated vehicles (40%), rigid trucks (36%), vans (24%)

Gaps & Needs

Spain, like many other European countries, clearly lacks a sufficient amount of safe and secure parking areas. According to the Spanish Road Transport Federation, at this point in time, the road network of High Capacity Roads (motorways and national Roads) in Spain is comprised of 15,000 km and the number of officially recognized safe and secure parking areas is 35 (20 of which are ESPORG members). This means that there is a deficit of 115 safe and secure parking areas. Of the 35 recognized SST-PAs, only three are certified at the gold level of the EU-Parking Standard.

Clear Problems

FENADISMER pointed out some clear problems related to safe and secure parking:

1. Current standards for safe and secure parking areas vary greatly from country to another.
2. Many of these areas are not correctly audited, which causes uncertainty among users on the level of safety and security and on service levels provided to drivers.
3. The previous organization of the trip study trying to book safe and secure parking spaces for drivers is often not possible or at best unreliable and difficult to perform.
4. In addition to these difficulties, there are temporary problems that may persist over time, as recently occurred in the pandemic caused by SARS-CoV-2 all around the world:
 - During the pandemic period caused by COVID, truck parking areas and facilities in many countries have remained closed.
 - Transportation by road is an essential and strategic sector and it should be guaranteed parking areas will remain open at all times. Drivers must have the minimum service levels in terms of sanitation, food and comfort available.

The Solution

In order to address these gaps, problems, and needs the Spanish Road Transport Federation suggests not only building new parking areas but upgrading existing ones in order for them to obtain recognition as secure parking areas. From ESPORG's point of view, the data presented clearly demonstrates a need for safe and secure parking areas certified through the EU-Parking Standard. ESPORG would like to thank the Spanish Road Transport Federation for succinctly highlighting some obvious needs of the transport industry and we promise to continue to contribute to the growing network of safe and secure parking areas. We challenge and encourage our partners and readers to do the same.



HISTORY

Founded in 2009 and managed by the Deux-Sèvres CCI, SecuriPark is the first secure parking area for heavy goods vehicles in the west of France and has an excellent geographical location.

Ideally located in the heart of the Crèche road center, near the junction of the A10 / A83 motorways near Niort, this historic crossroads between the north and the south is traditionally a stopping point for drivers crossing the west Atlantic.

SecuriPark meets the growing expectations of carriers and their customers, as well as the growing demands of insurance companies in terms of theft coverage; its objective is to offer a maximum level of safety and comfort.

Expansion completed in 2019-2020

In order to keep up with growing numbers of visitors since its opening, an expansion was carried out in 2019 to double its capacity, with an additional 10,000 m² and closed by a grid of 2.40 m.

SecuriPark has thus grown from 40 to 90 secure spaces and thus consolidates its position as the leading secure truck parking area in the great west of France. These investments have also made it possible to maximize the safety of goods and improve the welcome and comfort of drivers.

Improving the comfort of truck drivers

Truck drivers now have at their disposal a sanitary area with toilets and showers, a picnic shelter with tables and free and unlimited WIFI.

In addition, they can enjoy a roadside restaurant with an agreeable price thanks to the partnership signed with CCI Deux-Sèvres, with a relaxation area as well as heavy-vehicle services (service station, agencies and approved concessions).



Modernization of surveillance facilities

Running fully automatically, the car park utilizes the following surveillance equipment:

- a 24-hour video surveillance system which records all movements
- a perimeter fence of 2.40 m
- an airlock and vehicle blocking device on entry and exit points
- entry and exit pedestrian access control with airlock
- night lighting adapted to the safety and comfort of drivers.

Renovations have made it possible to renew, strengthen and modernize the surveillance installations, in particular with more efficient cameras, high-quality intercom systems, and optimization of lighting. The perimeter fence has been raised and the electrical power reinforced. Finally, road traffic has been optimized throughout the car park.

Secure truck parking according to international standards

SecuriTpark has been designed to ensure the protection of high value-added goods and complies with the requirements of the insurance companies' "theft" clause. It offers a high level of security certified in accordance to previous requirements of ESPORG, the leading European network of secure truck parking areas.

SecuriTpark projects

Following the expansion in particular, we have experienced an increase in occupancy rate of 95% between 2019-2020.

Faced with this observation and in the spirit of always better welcoming our customers, we have planned for 2021:

- the installation of an additional sanitary module with new showers and toilets, always free
- the installation of an electrical terminal to supply refrigerated boxes in order to reduce harmful emissions and noise pollution
- commitment to the new certification developed by the European Union in order to continue and develop the work initiated through its certification for many years to come.

Finally, the SecuriTpark team will be present at the International Transport and Logistics Fair in Paris in September 2021.

SecuriTpark Visitor Guide :

<https://vimeo.com/169073236>



Location :

Place François Quesnay
Centre Routier
79 260 La Crèche
France

Jonction A10-A83 (E 03 - E05)
Sortie n°11 - Péage Niort-Est
Longitude : 00°18'51" Ouest
Latitude : 46°20'54" Nord

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UNION INTERNATIONALE DES CHAUFFEURS ROUTIERS

ESPORG will be featuring opinion pieces regarding the logistics industry from various points of views and from various players within the transport sector. The views expressed in this piece and in future pieces are not necessarily the views of the ESPORG organisation and we would like to thank our contributors for allowing our publication to offer diverse opinions. This month we would like to showcase the UICR (International Union of Professional Drivers).

About the Author:

Barry Lyons has been involved in the road transport industry since he took up his first job as a HGV mechanic in the late 70's. Today Barry works closely with the European Professional Drivers Association and the International Union of Professional Drivers (UICR). His time is spent promoting a professional driving culture to a wide range of groups within the road transport sector both in Europe and the USA. If he is not driving trucks or delivering classroom training for HGV drivers, he is off promoting the values of the professional driver. His broad range of experience in dealing at all levels of the Industry has given him the ability to understand the opinions and views from all sides.

The transport industry would be a better place without HGV and Coach licenced Drivers.....

What most companies are seeing as a driver shortage could be in fact a loss of a competent labour force dissolving before them. There are many factors at play here. The road transport industry lost sight of what the role of the professional driver was over the past four decades and are now finding, that while demand for drivers is increasing the labour force willing and capable of servicing the industry is decreasing.

We can look at several past and current trends that are contributing to the shortage. Currently there has been a significant increase in last

mile delivery, and we are now seeing professional drivers moving into this sector. There is a lot less regulation and drivers get home every night and get to spend more time with their families. For young people wanting to take up jobs as professional drivers, the last mile delivery offers them the opportunity to work as a professional driver without the costs associated with gaining a HGV licence.

The growth in Eastern European economies has seen a large pool of Eastern European HGV drivers move back home to take up work nearer their families. Recent European legislation has made it more difficult for operators to use drivers from lower wage economies. This in turn has added to the number of drivers returning home.

Technology has played its part in turning drivers away from the role, especially with Key Performance Indicators being the mantra of the transport manager. Coupled with remote tachograph analysis, telematics and advanced routing systems, the incentive to micromanage the role of the driver, just can't be helped. These systems have turned the driver into a form of controlled intelligence, constantly monitored, examined and muted. This situation is reflective of poor management and a lack of understanding of the role of the professional driver and good professional driver management.

Now that the construction industry is growing again, we will see more and more drivers taking up better paid work with better social hours in that sector. During Covid-19, many coach drivers moved over to truck driving because of the significant loss of jobs in the travel sector. As soon as the travel sector opens back up many of these drivers will go back to touring, leaving the road haulage sector with a larger deficit.

Differentiating between the HGV driver and the professional HGV driver is an issue that road transport bodies in the past have failed to address. Before the introduction of tail lifts and other mechanical handling devices in the 80's, most HGV drivers were accompanied by a helper. In time, the helper became a HGV driver. They learned all the aspects of the role of the

professional driver and therefore had an actual understanding of the role rather than today's new breed of HGV driver who only have an academic understanding. Today's driving schools mostly train drivers to pass a driving test. Therefore, newly qualified drivers are not prepared for the role of professional HGV driver and funnily enough, employers know this and tend not to take drivers on without one- or two-years driving experience. When these new drivers do get employment, they are normally thrown in the deep end and find themselves struggling to do the job expected of a professional HGV driver. This undermines their confidence and it also demonstrates how the role is undervalued and misunderstood by many in the transport industry.

The role of today's professional driver is a complex one and if drivers are going to be enticed back into the industry, the role needs to be understood by all industry stakeholders. Vehicle technological and computerised logistical processes, along with the regulatory requirements governing the industry and a growing customer focused performance demand has created a complex situation which has effectively failed to train and prepare people for the role of the modern-day professional driver. To this end, in order to create a labour force capable and willing to enter the industry there is a requirement to review the role of the modern-day professional driver and recognise that there are different levels of expertise and competence within the many driving roles.

Roadside service providers should recognise that the standard of service they provide influences the type of driver that will or won't enter the industry. The role of the roadside service provider needs to be recognised by the industry as being an essential component in providing drivers with the necessary services to ensure professional drivers are respected and their needs are provided for. The industry is poorly serviced in terms of the number of available parking areas and the lack of available services in industrial areas. The industry needs professional operators to develop and grow service areas.

Professional drivers for their part must recognise their role in the road transport sector and begin to contribute by ensuring that service areas are maintained, and the investment that the service providers put into upgrading service areas is respected. If the industry is to grow and the UN figures see substantial growth in road transport over the next twenty years, all stakeholders will have to work together to ensure a viable industry exists for all participants.

For those who believe that technology will solve the problem of the driver shortage, they should look at Daimler Benz who shelved their Platooning programme due to the real-world realities of our road transport industry. They may also like to look at the recent software failures at Boeing. The area of connected and automated vehicles is in its infancy and there is a lot to be learned before we see fully autonomous vehicles replacing professional drivers. Drivers remain and will continue to be key players in the transport industry.

The role of today's professional driver is a significant issue that needs to be addressed, considered and effectively dealt with in order to meet the future needs of the sector. Companies who recognise the benefit of having drivers with a professional attitude will attract willing and able professional drivers capable of delivering a world class service, however the road side service providers play a very important role in insuring that professional drivers have the necessary services made available to them.

..... but would be a much better place with licenced Professional HGV & Coach Drivers.



ESPORG is proud to announce that its member Trade Trans Combi S.R.L. (TTC) from Curtici in Romania is currently setting up a safe and secure parking area for trucks. The parking area will welcome 180 trucks and will be completed in the second half of 2022. Through gold-level certification under the EU-Parking Standard TTC will demonstrate the safety and security of this strategically located transport hub.

The parking area is adjacent to Trade Trans Combi's existing rail-road terminal and therefore provides adequate intermodal transport solutions at the Hungarian-Romanian border. Indeed, the terminal is linked directly to the border station at Lökösháza (Hungary) and Curtici (Romania). It is now the most modern rail-road handling and storage facility in Western Romania.



Initial project sketches for driver facility buildings

BACKGROUND

The project is supported by the European Union's CEF programme as part of the Action **SecureNetwork**, which also encompasses parking areas in Hungary. This Action is embedded in the **OTRA Global Project**, aiming at deploying parking areas throughout Europe.

The parking area is at a critical point on the Orient/Eastern-Mediterranean and the Rhine-Danube Corridors, which is crucial for road freight on the east-west route. When completed, the entire project will enhance the integration between transport modes and contribute to a high-quality infrastructure for road haulage.

Through the use of renewable solar energy on-site and the deployment of innovative smart booking and payment solutions the project will comply with market and policy requirements for sustainable and lean infrastructure.



ABOUT TTC

Trade Trans Combi S.R.L. is part of the **Trade Trans Group** that is active in transport and logistics across Europe. The Trade Trans Group performs international road transport, shunting of trains and wagons and operates an agency service as well.



Initial project sketches for driver facility buildings

In Romania, the group owns two warehouses located in Arad and Curtici. For logistics operations it has more than 10,000 sqm of closed warehouses and over 25,000 sqm of open storage areas and modern handling equipment at its disposal. Its experience in the logistics area is evidenced through cargo handling, warehousing, customs clearance, IT support, cross docking, groupage, stuffing/stripping and a variety of added value services, such as packaging, re-packaging and labelling.

Bogdan Seran, TTC's managing director stresses the importance of the new parking project: "We are looking forward to adding a safe, secure and efficient truck parking service to our existing logistics portfolio. The support of the European Union and of partners such as ESPORG is key in achieving this objective. We are confident that this intermodal offering will help us grow our transport operations across rail and road transport."



Co-financed by the Connecting Europe Facility of the European Union

Truckers Life TV and Truckers Life Podcasts - new projects serving professional drivers. The past year, which was marked by the pandemic and the lack of face-to-face meetings, made it clear that it's worth getting acquainted with the latest technologies and to be able to make use of their full potential. This is precisely why for 2021 the Truckers Life Foundation has planned a series of online activities aimed at professional drivers.

2021 will most likely be remembered as a very special year. For many reasons, I think. The pandemic has provided us, apart from numerous limitations, with a lot of new opportunities, too. Most of the Foundation's Partners transferred their activities and projects targeted at professional drivers to the Internet. We, as the Foundation supporting this particular social group, were forced to do the same. As a result, two quite innovative and, in my opinion, bold projects will be developed, namely Truckers Life TV and Truckers Life Podcasts - says Natalia Janiszewska, the Foundation's spokesperson.

Truckers Life TV

This is a series of videos that will soon appear on the YouTube channel of the Truckers Life Foundation. Each of them will deal with issues that are important for professional drivers. One of the very first episodes will discuss the subject of physical activity. The Foundation, together with a personal trainer, will broadcast some instructional material on how drivers can use outdoor gyms.

The idea behind the process of building outdoor gyms has been simple from the very beginning - they are to be available to everyone, regardless of their condition and physical fitness. This year we decided to go a step further. We wish to show drivers how to exercise in the proper and most effective way, which mistakes to avoid and how to adjust the pace of their exercise routine to their current physical condition. The videos are supposed to complement the Truckers GYM project. At the same time, we continue to expand the outdoor gym network. Soon, there will be another 3 facilities of that sort available in Germany - says Anna Kuzynin, a project coordinator responsible for the expansion of the Truckers GYM network in Western Europe.



Truckers Life Podcasts

The Truckers Life podcasts will focus on everything that is important to drivers, but does not necessarily have to be shown on the screen. The Truckers Life Foundation plans to broadcast about 10 podcasts on transport-related topics. - We have invited both professional drivers and experts from outside the industry to cooperate on the implementation of podcasts. These will include, among others, nutrition specialists with whom we will talk about how to take care of proper nutrition on the road. Apart from that, we will also meet with a "sleep coach" who will tell drivers how to sleep to rest really well. - says Natalia Janiszewska.

For the moment, the YouTube channel of the Truckers Life Foundation includes two podcasts that have already been broadcast. In one of them we will hear Iwona Blecharczyk, while in the other - a married couple who are professional drivers driving together - Sylwia and Piotr Piecho. Podcasts are also available on Spotify and Google Podcasts.




GOŚCIE:
PIECHNIE:
SYLWIA I PIOTREK



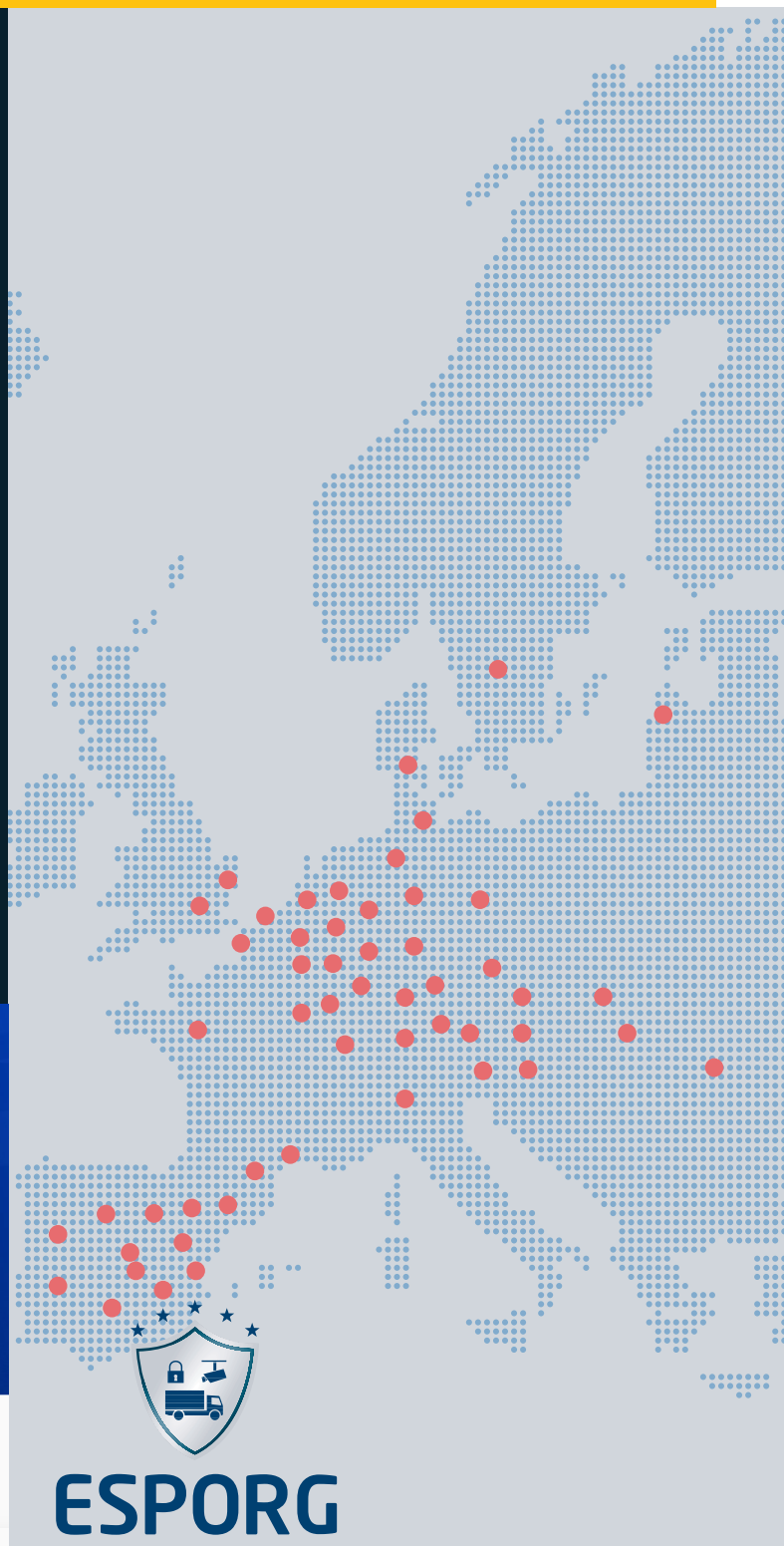

GOŚĆ:
IWONA
BLECHARCZYK

The EU Parking Academy is live!

The European Secure Parking Organisation (ESPORG) has launched its online platform for the EU Parking Academy. These courses are mandatory for parking area operators and staff who wish to be certified through the EU-Parking Standard and are free for members of ESPORG.

The courses themselves offer detailed information regarding the EU-Parking Standard, including technical and service specifications for all levels of the Standard, audit procedures, staff procedures, surveillance, and practical information for those who wish to certify their parking area. Currently, the courses are available in English, French, and German.

Please visit <https://courses.parkingacademy.eu> to check out our online courses and register today!



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EU Parking Academy is your partner for training in the field of secure truck parking areas.
This is a unique concept in Europe.

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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.

Mandatory Training for truck parking areas & auditors

A training for parking managers and staff members of parking areas is required under Criterion 5.7 that is mandatory to obtain the Silver, Gold and Platinum levels under the EU-Parking Standard. The courses delivered by EU Parking Academy are designed to meet this objective.

A training for lead auditors is required under the rules of the audit accreditation scheme of the EU-Parking Standard. The courses delivered by EU Parking Academy are designed to meet this objective.

Enrolled

Training of parking managers and staff

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Training of parking managers and staff

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Formation des gérants et du personnel des aires de stationnement

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Formation des gérants et du personnel des aires de stationnement

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Schulung für Führungskräfte und Mitarbeiter von sicheren LKW-Parkplätzen

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ESPORG

European Secure Parking Organisation

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