

# INTRANSIT



The magazine for secure parking areas and transport companies, No. 21 August 2021

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# WELCOME

INTRANSIT  
The magazine for secure parking  
areas and transport companies,  
No. 21 August 2021



Dear Members and Friends of ESPORG,

Welcome to a special edition of INTRANSIT! There is a lot of important information and opportunities developing and we wanted to keep you updated.

In this month's edition of INTRANSIT, we will be focusing on the latest proposals regarding legislation at European level as well as a potential upcoming opportunity for funding. The European Commission's 'Fit for 55' package proposal aims at reducing greenhouse gas emissions in the upcoming decade and has several components that will affect safe and secure parking areas. In addition, the Connecting Europe Facility (CEF) for Transport funding call is foreseen to be launched mid-September and will offer an opportunity for funding for new and upgraded parking areas that wish to be certified through the EU-Parking Standard.

As always, ESPORG is here to help guide you through these new developments and can assist you in meeting the necessary eligibility requirements. We look forward to making the logistics industry safer and more secure with you!

Best wishes,

Dirk Penasse

# ESPORG FULLY SUPPORTS THE EU TRUCK PARKING STANDARD

The mission of the European Secure Parking Organisation (ESPORG) is to make the logistics industry a safer, more secure and attractive place to work. ESPORG was instrumental in establishing the consortium that derived the EU-Parking Standard, fully backed and supported by the European Commission. ESPORG, as a member of the European Commission's expert group on Safe and Secure Parking Areas for Trucks, continues to support and works hard to roll out the EU-wide standard on safe and secure parking areas. In this regard ESPORG fully supports and acknowledges the work of the European Commission in preparing and securing the delegated act, that will anchor this standard into EU legislation.

Dirk Penasse, General Manager of ESPORG, said: "On the eve of this milestone change, which is expected to contribute significantly to the wellbeing, safety and security of European truck drivers, we are fully committed to support the European Commission in rolling out and continue to efficiently contribute to manage and maintain the EU-Parking Standard, in cooperation with our members and partners. We take the opportunity to extend our full gratitude and appreciation for the efforts of all those involved in the creation of the EU-Parking Standard, and we look forward to working together with all members of the road transport and logistics community, to provide a level of excellence, comfort and safety for truck drivers and the entire road transport and logistics community."

Michael Nielsen, ESPORG Chairman, concluded: "We are convinced that now that the EU-Parking Standard are anchored in EU legislation, coupled with the necessary regular co-funding by the European Commission for upgrading or setting up secure truck parking areas meeting the EU-Parking Standard, will generate the necessary critical mass of public and private investments, so that a genuine EU-wide network of safe and secure parking areas could become a reality by the end of the current legislative period. You can count on ESPORG's full support to achieve this objective."



Contact: Dirk Penasse,  
ESPORG General Manager  
at: +32487487487 or [d.penasse@esporg.eu](mailto:d.penasse@esporg.eu)

You can read the full report here: [https://www.europarl.europa.eu/thinktank/en/document.html?reference=IPOL\\_STU\(2021\)690867](https://www.europarl.europa.eu/thinktank/en/document.html?reference=IPOL_STU(2021)690867)

## JOINT POSITION PAPER

# DELEGATED ACT ON SAFE AND SECURE TRUCK PARKING AREAS (SSTPAS)

We, the undersigned associations, representing freight forwarders and logistics service providers, highly appreciate the ongoing work by DG MOVE on Safe and Secure Truck Parking Areas (SSTPAs). Our members have a keen interest in advancing the standards for safe and secure truck parking areas in Europe, without having a financial interest in the setup and/or operation of the parking areas themselves. We look forward to further cooperation with DG MOVE, with the ambition to improve the overall situation for truck drivers, as well as for the transport and logistics industry.

Following the last Expert Group meeting on 7 July, we would like to express our gratitude for the work of DG MOVE on the SSTPA Delegated Act and note a number of comments and suggestions. In doing so, we will seek to provide comments on the presentation of the third version of the draft Delegated Act on Safe and Secure Truck Parking Areas in the remit of Regulation (EU) 2020/1054 amending Regulation (EC) No 561/2006 on Driving Times and Rest Periods, as presented on 7 July.

- We fully support the **SSTPA Standard** and believe that it is needed to address the urgent demand for truck parking areas in the EU, by offering sufficient parking possibilities for drivers, which are of high quality and provide the desired amount of security. In that regard, we believe that a harmonised EU Standard will be key to successfully address the existing shortcomings.
- An effective application of access and egress controls should be in place at SSTPAs, whilst respecting the particularities of the different areas. The extensiveness of the controls should be applied in an incremental approach, starting

from a formal procedure for access controls at the bronze level, up to full access and egress controls at the platinum level.

- Based on per level standardised site description, risk assessments should be carried out at regular intervals. This represents an essential element to continuously monitor the existing threats to the SSTPA based on its location, types of clients, traffic safety conditions, crime rates and general security considerations. Following the risk assessment, a security plan should be created and implemented based on the results of the risk assessment, including a business continuity plan.
- A formal incident reporting mechanism should be implemented at all security levels to contribute to the 'living' nature of the standard, as it would help identify potential shortcomings of the SSTPAs, as well as the MO used by the criminals.
- The perimeter of the SSTPA should be appropriately secured by physical and digital means in accordance with the security level, leaving no gaps in the physical barrier at the higher levels, which could allow any intrusion by a vehicle or person.
- The correct functioning and recording of the SSTPA's CCTV system should be monitored and documented on a regular basis, with an appropriate maintenance programme being in place.
- An adequate number of sanitary facilities should be available for drivers at all SSTPAs, based on clearly defined ratios.

## INTRODUCTION

We strongly support the SSTPA standard, as well as the significant work which DG MOVE has been undertaking in view of finalising the Delegated Act. As previously communicated through our expert representatives in the Expert Group meetings, we believe that, in order to ensure the best results, the Delegated Act should be as specific as possible, leaving no space for misinterpretation. Overall, a balanced approach should be respected, ensuring cost-efficiency, especially for the lower entry levels, whilst providing an adequate level of security according to each category. Whilst we have monitored good progress throughout the process, we hope that the below issues will be addressed in the upcoming meetings.

## ACCESS AND EGRESS CONTROL PROCEDURES

To ensure the maximum protection of trucks at SSTPAs throughout the EU, we believe that an effective application of access and egress controls should be in place at SSTPAs, whilst respecting the particularities of the different areas. To avoid the introduction of too onerous burdens, which would be inappropriate for the lower entry levels, the extensiveness of the controls should be applied in an incremental approach.

Establishing documented procedures for access controls is of essential importance to ensure the security of SSTPAs. At bronze level, a formal procedure for access control should be sufficient. With increasing levels of security, this would need to become more stringent (incl. egress controls, and the checking of IDs).

As of the silver level onwards, we think that it is important to apply documented procedures for access, as well as egress controls. This would add an additional layer to the security of the SSTPA, as it would ensure that no unauthorised persons can enter or leave the parking area. At the platinum level, full access and egress controls should be in place, including the checking of personal and company details (name of driver against his ID and the registration thereof, company, vehicle, tractor and trailer registration number), as well as location-specific details

(entrance and exit times), subject to compliance with the GDPR. This could be either done through technological means or performed by on-site personnel.

Number Plate Recognition (NPR) is a very efficient way to control which vehicles enter and exit the SSTPA. However, licence plates can be forged or stolen. We refer to recorded Modus Operandi (MO) by which criminals enter parking areas with an empty truck, bearing a stolen or forged license plate. According to this MO, they then proceed to steal goods from other trucks, loading the stolen goods into their vehicle, and leaving the parking area with a fully loaded truck of stolen goods. Once the theft is noticed, there is no possibility to find the criminals due to stolen or forged licence plates. This MO has been utilised successfully by criminals even at gold-level certified parking areas. Examples for that can be found recently in parking areas near Venlo (NL) and Barcelona (ES). For reference, you will find annexed two reports of Kuehne+Nagel's R.I.N.G. (React.Inform.Network.Go) alerts relating to these incidents.

To counter these practices, we believe that it would be essential to add the requirement of checking the driver's ID as part of the access and egress controls at the higher security levels. This would add an additional burden for criminals attempting to use this MO, which would act as a deterrent. The driver's ID could be checked by electronic means, but also simply by keeping a manually created overview (e.g. in an excel table), provided that all rules on data protection are respected.

## RISK ASSESSMENT AND SECURITY PLAN

Based on per level standardised site description, risk assessments should be carried out at regular intervals. This represents an essential element to continuously monitor the existing threats to the SSTPA based on its location, types of clients, traffic safety conditions, crime rates and general security considerations. Such a risk assessment should be carried out at least on an annual basis and whenever an indication arises that the threat landscape might have changed.

Following the risk assessment, a security plan should be created and implemented based on the results of the risk assessment. This should include risk mitigation measures responding to the identified risks, law enforcement and emergency contact numbers, response protocols, as well as contingency plans. A security plan should also include a business continuity plan – reference can be made here to the ISO Standard 22301.

The creation of a security plan is fundamental, as without a plan to respond to the identified risks, the risk assessment alone would become redundant. Thus, the security plan should also be reviewed and adapted following each review of the risk assessment.

## INCIDENT REPORTING

We fully support the reporting of incidents already at the bronze level, as it contributes to the ongoing evolution of the SSTPA standard's 'living' nature. We would suggest setting up a formal reporting mechanism, which would help identify potential shortcomings of the SSTPAs, as well as the MO used by the criminals. Following an analysis thereof, suggestions could be made to resolve the security issues for all SSTPAs.

## PERIMETER

The perimeters of the SSTPA should be secured in accordance with the security level. Therefore, as of the gold-level onwards, we believe that it is important to ensure that the physical barrier (i.e. the fence/wall) has no gaps, which could allow any intrusion by a vehicle or person. Whilst realising that each SSTPA may have inherent attributes, e.g. being surrounded on one or multiple sides by a building, we believe that the minimum requirements for the height of the deterring structure (wall/fence) should be respected at each level.

Additionally, to improve the monitoring of the SSTPA and achieve efficiency gains, the SSTPA's walls or fencing should be ideally set up in straight lines to improve CCTV monitoring.

## CCTV AND RELATED ISSUES

Ensuring the security of SSTPAs must be guaranteed on multiple levels, through physical

means, i.e. fencing and entry/access controls, and supplemented by digital means, including CCTV. An effectively working CCTV system is therefore essential at all levels. To that end, its correct functioning and recording should be monitored and documented on a regular basis.

As part of that, a maintenance program should be in place for the CCTV system, and it should be ensured that the SSTPA's staff possesses the maintenance capabilities meeting the equipment manufacturer's specifications. The extensiveness of the maintenance programme should be adequate to the SSTPA's security level and thus be built in an incremental approach, coherent with the security levels. The routine checks of the entire system should be carried out at a fixed interval, of which records shall be kept, unless malfunctions automatically trigger an alarm.

As the bronze level requires no fencing, we believe that an effectively working CCTV system must be in place, which should be monitored regularly for its correct functioning, as it represents the essential means of security at that level. In addition, protocols should be kept, detailing which CCTV surveillance checks/actions have been taken by whom at which time.

To ensure the cyber-resilience of SSTPAs and minimise the risk of a potential cyber-attack on a SSTPA, we believe that the CCTV system should not be connected to the public internet. Instead, it should run over a closed internal separate network. Ideally, the CCTV system's server room should be segregated and locked, to avoid any unauthorised access by a third party or an insider threat.

## SANITARY FACILITIES

Concerning the discussion that has emerged during the meetings on sanitary facilities, we believe that ensuring a minimum level of standard for the drivers staying overnight at a SSTPA should be amongst the priorities, as a way of ensuring the provision of adequate working conditions for drivers in the ambit of Mobility Package 1.

We believe that an adequate amount of the cur-

rently included facilities should be available for drivers at all SSTPAs. To guarantee this, clear ratios should be included for the existence of sanitary facilities on the SSTPAs in proportion to the size of the parking area. For reference, the requirements which were set up in the LABEL Standard (Annex 3: Service Criteria and Levels) could be used. We also support the call for access to warm water for drivers to wash their hands.

**CLECAT** is the leading voice on freight forwarding and logistics in Europe. Established in 1958, CLECAT represents the interests of more than 19.000 companies employing in excess of 1.000.000 staff in logistics, freight forwarding and customs services. Multinational, medium and small freight forwarders and Customs agents are all within its membership, making the organisation the most representative of its kind. European freight forwarders and Customs agents clear around 95% of all goods in Europe and handle 65% of the cargo transported by road, 95% of the cargo transported by air and 65% of

cargo transport by ship. CLECAT has over 20 national organisations of European freight related service providers in its membership.

**DSLTV** represents the interests of the 3,000 leading German forwarding and logistics companies across all modes of transport through 16 regional state associations. With a total of 604,000 employees and an annual industry turnover of 113 billion euros, they are an essential part of Germany's third-largest industry (as of July 2020). The membership structure of the DSLTV ranges from globally operating logistics groups, 4PL and 3PL providers to owner-operated forwarding companies (SMEs) with their own truck fleets as well as charterers of inland vessels and railroads to sea, air freight, customs and warehouse specialists. The DSLTV is the political mouthpiece and central contact for the German federal government, for the institutions of the Bundestag and Bundesrat, as well as for all relevant federal ministries and authorities in the legislative and law-making process, as far as logistics and freight transport are concerned.



**KUEHN+NAGEL**

**R.I.N.G.** React. Inform. Network. Go.

Reference No.   Date	158_21   04MAY21
Risk Level	2
Category	Warning
Country	NL
Postcode   City	5508   Venlo
Coordinates   Motorway	51.306827, 6.102296   —

**Details**

- A fully fenced, access controlled and CCTV equipped truck park at the Jansen Coöperatie was 'visited' by cargo thieves.
- They likely arrived with a truck themselves and targeted a box trailer with rear door security locks.
- Others tried to break the locks, but failed.
- Unknown if offenders then selected another trailer on the yard.
- Non-KN related incident.

Level 1 = No current threat, pure information  
 Level 2 = Isolated crime, potential risk  
 Level 3 = Current security risk for area / region

**Annex**  
 R.I.N.G. Alert of 4 May 2021 concerning a GOLD-level certified parking facility in the Venlo Area (NL)

R.I.N.G. Alert of 24 March 2021 concerning a GOLD-level certified parking facility in the Barcelona Area (ES)



**KUEHN+NAGEL**

**R.I.N.G.** React. Inform. Network. Go.  
 Since 2007

Reference No.   Date	158_21   24 MAR 2021
Risk Level	2
Category	Cargo theft
Country	ES
Postcode   City	8245   Castellón
Coordinates   Motorway	41°28'31.5"N 1°52'45.0"E   AP-7

**Details**

- Cargo thieves were active at the official parking site 'Estación de Servicio - Pista de Barcelona Sur' between Donostia and Marignán (northbound).
- They targeted self-stored trailers and stole freight during drivers' rest.
- The location is heavily occupied during the night with a constant service area, but no security presence.
- Non-KN related incident.

Level 1 = No current threat, pure information  
 Level 2 = Isolated crime, potential risk  
 Level 3 = High security risk for area

# INTRODUCTION TO AND SUMMARY OF THE MAIN ROAD TRANSPORT-RELATED PROPOSALS CONTAINED IN THE EC'S "FIT FOR 55" PACKAGE

On 14 July 2021, the European Commission (EC) adopted an extremely ambitious package of proposals aiming at making the EU's climate, energy, land use, transport and taxation policies fit for reducing net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels.

The publication marked the beginning of a hot political debate both in society and in the EU institutions, bearing in mind the scale of the changes proposed and the impact they are expected to have on both society and businesses across Europe, including transport, which is one of the main target-sectors of these proposals.

The positions expressed so far by the main political actors, the most affected industries and indeed the most representative green NGOs are very divergent, sometimes contradictory or even surprising, i.e. on the introduction of ETS for road transport, where both the industry and

Transport & Environment are opposing the EC proposal.

**ESPORG members should note the specific proposal concerning SSTPAs in the revised Alternative Fuel Infrastructure Regulation (AFIR), according to which, in each safe and secure parking area at least one recharging station must be installed dedicated to heavy-duty vehicles with a power output of at least 100 kW by 31 December 2030.**

On 15 and 16 July 2021, the EC invited already stakeholders (link: [https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives\\_nl](https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives_nl)) to comment on the regulations proposed in the "Fit for 55" package (deadline 21 October).

Below are the main elements of the proposed legal acts directly affecting transport and road transport.

MAIN ELEMENTS

## Current rules .....

Emission Trading System

## Objective and summary content .....

In essence, the ETS puts a price on carbon and lowers the cap on emissions from certain economic sectors every year. For the current ETS system, the EC is proposing to lower the overall emission cap even further and increase its annual rate of reduction, as well as to phase out free emission allowances for aviation.

A separate new emissions trading system is created for road transport fuel suppliers, with a CO2 price distinct from the current carbon market. Very low in the beginning, this price will gradually increase.

## EC proposal

Emission Trading System (ETS)<sup>1</sup>

## Objective and summary content .....

The proposal is expected to lead, with time, to an increase in fuel prices for both private and commercial users, which makes it a political "no go" for a number of politicians; this, despite the EC proposal to create a compensation fund, called Social Climate Fund, to provide dedicated funding to Member States to help citizens finance investments in energy efficiency, new heating and cooling systems, and cleaner mobility.



**Current rules** .....

Renewable Energy Directive (RED II)

**Objective and summary content** .....

The proposal aims at setting an increased target to produce 40% (compared to 32% currently) of energy from renewable sources by 2030. All Member States will contribute to this goal, and specific targets are proposed for renewable energy use in transport, heating and cooling, buildings and industry.

For the road transport sector, instead of the current objective (14% renewable fuels in transport) based on volumes, it is proposed to move to objectives based on carbon intensity.

Thus, the proposal increases the ambition level of renewables in transport by setting a 13% greenhouse gas intensity reduction target, increasing the sub-target for advanced biofuels from at least 0.2 % in 2022 to 0.5% in 2025. It also introduces a credit mechanism to promote electro-mobility.

**EC proposal** .....

Renewable Energy Directive (RED III)

**Objective and summary content** .....

The obligation sits with fuel supply companies.



1. What is ETS?

The EU ETS works on the “cap and trade” principle. A cap is set on the total amount of certain greenhouse gases that can be emitted by the installations covered by the system. The cap is reduced over time so that total emissions fall. Within the cap, installations buy or receive emissions allowances, which they can trade with one another as needed. The limit on the total number of allowances available ensures that they have a market value. After each year, an installation must surrender enough allowances to cover fully its emissions, otherwise heavy fines are imposed. If an installation reduces its emissions, it can keep the spare allowances to cover its future needs or else sell them to another installation that is short of allowances. Currently, it covers around 10 000 installations in the power sector, manufacturing and airlines (around 40% of EU’s greenhouse gas emissions). The EC proposals from 14 July 2021, extend coverage and propose the inclusion of transport and building, but into a separate system. In the case of transport, it is proposed that fuel suppliers are the ones subject to caps and trading.

**Current rules** .....

Energy Taxation Directive

**Objective and summary content** .....

The proposal aims at aligning the taxation of energy products with EU energy and climate policies, promoting clean technologies and removing existing exemptions and reduced rates currently available for fossil fuels.  
The minimum fuel tax rates are no longer set by volume (i.e. EUR 330 per 1000 liters of diesel, according to the current directive) but according to the energy content of the fuels (rate expressed in euros per gigajoule/GJ). Traditional fuels will be taxed at the minimum rate of EUR 10.75 per GJ. Sustainable biofuels, synthetic fuels and electricity used in transport will be taxed at the minimum rate of EUR 0.15 per GJ.

**EC proposal** .....

Energy Taxation Directive

**Objective and summary content** .....

The proposal proposes also to end current exemptions for aviation kerosene and heavy oil used in shipping. The minimum tax rate for these fuels will gradually increase over a period of ten years.

**Current rules** .....

Alternative fuel infrastructure Directive (AFID)

**Objective and summary content** .....

The proposal - a binding regulation directly applicable into Member States' legislations and no longer a directive - requires Member States to expand charging capacity and to install charging and fuelling points at regular intervals on major highways, with targets for both light (cars) and heavy commercial vehicles (HGVs).  
Specific minimum targets for HGVs are proposed (See below an excerpt from Article 4).  
By the end of 2030, hydrogen charging points for light and heavy vehicles will also be needed at every 150 km on the central network and in each urban hub.

**EC proposal** .....

Alternative fuel infrastructure Regulation (AFIR)

**Objective and summary content** .....

The selection of instrument, a regulation instead of a directive, has been advocated by a number of stakeholders, from both industry and civil society..

**Current rules** .....

CO2 standards for new cars and vans

**Objective and summary content** .....

The objective is to accelerate the transition to zero-emission mobility by requiring average emissions from new cars to come down by 55% (from 37%) and by 50% for light commercial vehicles (from 31%) by 2030, and 100% in 2035 (compared to 2021 levels), which corresponds de facto to the end of traditional internal combustion vehicles. The incentive scheme to reduce emissions (a bonus in the form of carbon emission quotas) remains in place but will be abolished in 2030.

**EC proposal**

CO2 standards for new cars and vans

**Objective and summary content** .....

The new rules are expected to boost the speed of transition and transformation of the fleet of cars and light commercial vehicles, in particular electro-mobility..

Specific targets for electric recharging infrastructure for HGVs - excerpt from Article 4 of the proposal for Alternative fuel infrastructure Regulation (AFIR):

...

1. Member States shall ensure a minimum coverage of publicly accessible recharging points dedicated to heavy-duty vehicles in their territory. To that end, Member States shall ensure that:

(a) along the TEN-T core network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 60 km in-between them:

(i) by 31 December 2025, each recharging pool shall offer a power output of at least 1400 kW and include at least one recharging station with an individual power output of at least 350 kW;

(ii) by 31 December 2030, each recharging pool shall offer a power output of at least 3500 kW and include at least two recharging stations with an individual power output of at least 350 kW;

(b) along the TEN-T comprehensive network, publicly accessible recharging pools dedicated to heavy-duty vehicles and meeting the following requirements are deployed in each direction of travel with a maximum distance of 100 km in-between them:

(i) by 31 December 2030, each recharging pool shall offer a power output of at least 1400 kW and include at least one recharging station with an individual power output of at least 350 kW;

(ii) by 1 December 2035, each recharging pool shall offer a power output of at least 3500 kW and include at least two recharging stations with an individual power output of at least 350 kW;

**(c) by 31 December 2030, in each safe and secure parking area at least one recharging station dedicated to heavy-duty vehicles with a power output of at least 100 kW is installed;**

(d) by 31 December 2025, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 600 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW;

(e) by 31 December 2030, in each urban node publicly accessible recharging points dedicated to heavy-duty vehicles providing an aggregated power output of at least 1200 kW are deployed, provided by recharging stations with an individual power output of at least 150 kW...



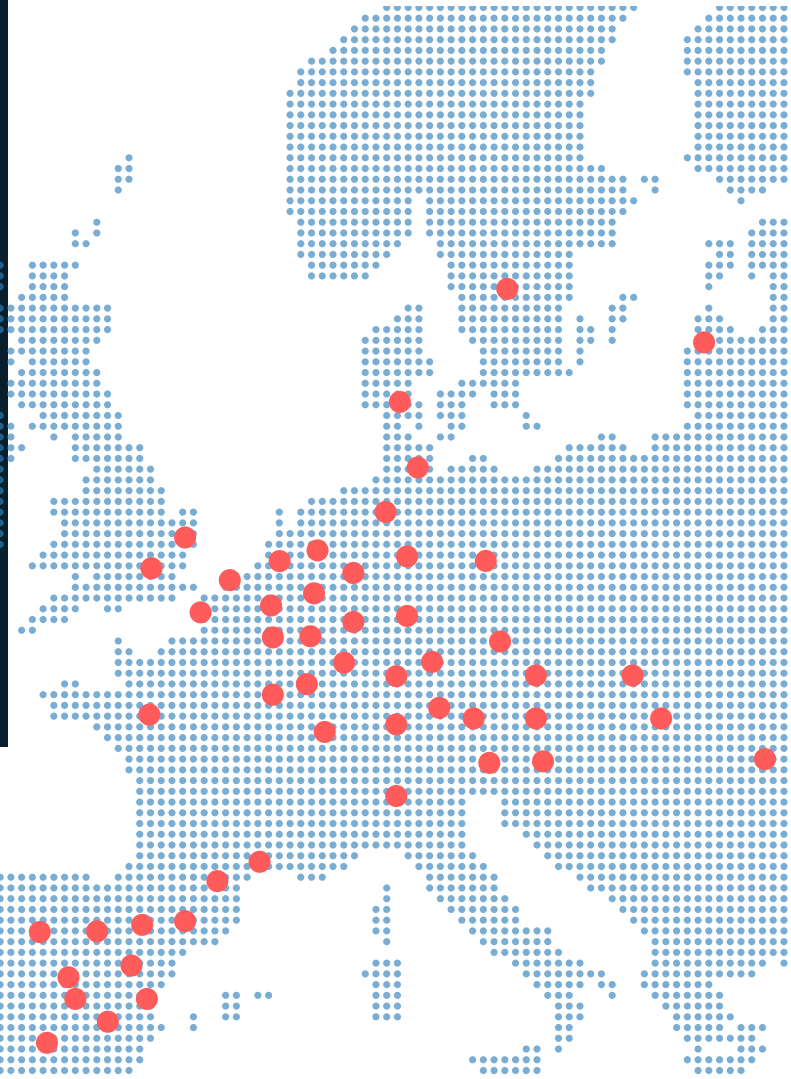
Do you want to more know about ESPORG?  
More about safe and secure truck parking?

Visit ESPORG member SecuriTpark from Sep-  
tember 13th-15th at the SITL exhibition in Paris,  
France, for more information.

Stand: M049 – Pavillon 1  
Place: Parc des Expositions  
Porte de Versailles  
Paris, France



<https://www.sitl.eu/en-gb.html>



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**ESPORG**  
European Secure Parking Organisation

Main office:  
Michel Scheperslaan 85,  
3550 Zolder,  
Belgium  
Email: [info@esporg.eu](mailto:info@esporg.eu)

EU office:  
Avenue d Cortenberg 52,  
1000 Brussels,  
Belgium



## The Connecting Europe Facility (CEF) for Transport

The call for CEF funding is foreseen to be launched mid-September. This call is expected to cover cross-border projects and projects aiming at removing bottlenecks or bridging missing links in various sections of the TEN-T Core Network as well as horizontal priorities such as traffic management systems. In short, it will be for those aiming at building or upgrading their parking area, in line with the EU-Parking Standard. More details to come in our September issue.

ESPORG has been successful in processing the application of its members in the past . In the previous call, ESPORG supported eight successful applications for a total of over €40 million of funding to make safe and more secure parking areas. Are you interested in applying or have questions? Please contact [christy.ha@esporg.eu](mailto:christy.ha@esporg.eu). We expect the call duration to be short and a lot of preparatory work is needed and information to be gathered to fill out an application so please act swiftly.



**ESPORG**

The articles represent the view of the featured companies and not necessarily that of ESPORG

