

INTRANSIT



The magazine for secure parking areas and transport companies, No. 23 October 2021

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WELCOME

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Dear Members and Friends of ESPORG,

Welcome to the October edition of INTRANSIT!

In this month's edition of INTRANSIT, we want to provide you with an update on ESPORG member BIDEGI's current CEF Project in Spain. BIDEGI is just one of the eight successful applicants from the previous CEF call associated with ESPORG and BIDEGI is building two parking areas with the aim to be certified at the gold-level of the EU-Parking Standard.

We hosted a successful workshop on October 7th and you can find the highlights of this event within this month's edition. We want to remind you that ESPORG is at your disposal to help you with applications for CEF Funding and to see if your parking area might qualify for funding and to help explain the process of applying, but the duration for applying is short, so please contact us immediately if you might be interested.

In addition, we are publishing an article that underlines the issue of driver shortage within the logistics industry. This is a European-wide problem that has repercussions not only on transport, but on other industries as well. Driver safety and conditions are a key mission for ESPORG and we encourage our readers to certify their safe and secure parking areas through the EU-Parking Standard so that we can ensure at least a minimum level of services for our drivers. It is one of the many ways we can try to make the profession of driver more attractive.

Finally, we would like to welcome our new members Ostoja Development from Poland and M1 Autohof and Parking Tatabany Kft from Hungary. We look forward to making the logistics industry safer and more secure with you!

Best wishes,

Dirk Penasse

The following article is an English translation of the VRT article by Samia Zerkak, published on September 27th. You can find the original article via the following link: <https://www.vrt.be/vrtnws/nl/2021/09/27/weinig-truckers/>

PAINFUL SHORTAGE OF TRUCK DRIVERS: BREXIT AND CORONA ARE JUST THE TIP OF THE ICEBERG

There are long queues at British petrol stations. Why? Too few truck drivers to drive around with tankers. How big is the problem? How did it get this far? And what does this mean for the future? Frank Moreels, president of the European Transport Workers' Union explains.

In the United Kingdom, they are 100,000 truckers short. However, 1 million people have a driver's license to drive a truck. They are there, but not driving. According to Moreels, the problem is much bigger than we think. "The British want to solve the problem before the end of the year celebrations. But drastic measures have to be taken, otherwise people will pay the price."

How did it get this far?

There is a lot of demand for the trucker job, but little supply. Moreels is also not very optimistic. He doesn't think many people will take up the UK's proposal. "The average age of a trucker in Europe is 50 year old," says Moreels. "That means that there are no young people entering the profession." Being a truck driver has become unattractive.



“In Germany they are still looking for about 45,000 to 65,000 truckers,” says Moreels. “In Poland there are 120,000 vacancies for truckers.”

How big is the problem?

“Brexit and the corona pandemic have made the problem much clearer,” says Moreels. “But actually it’s a problem that already existed. There’s just a shortage of truckers.” The British government announced this weekend that it will deploy the military to train truckers. In addition, they will also offer temporary work visas for 5,000 people from Europe.

But according to Moreels, that is just putting a bandaid on the situation. “I wish them the best of luck with that, but I don’t believe it.” The problem of driver shortages is present all over Europe. “In Germany they are still looking for about 45,000 to 65,000 truckers,” says Moreels. “In Poland there are 120,000 vacancies for truckers.”

What does this mean for the future?

According to Moreels, you cannot simply solve the problem that the profession is not attractive to young people by handing out work visas. He fears that this will only get worse and worse. “We need to fundamentally reform the sector.” Firstly, Moreels argues for better pay. “In Belgium, the hourly wage of a truck driver is lower than that of a cleaning assistant. That means that truckers have to work a lot of hours, sometimes up to 50 per week, to get a decent wage.”

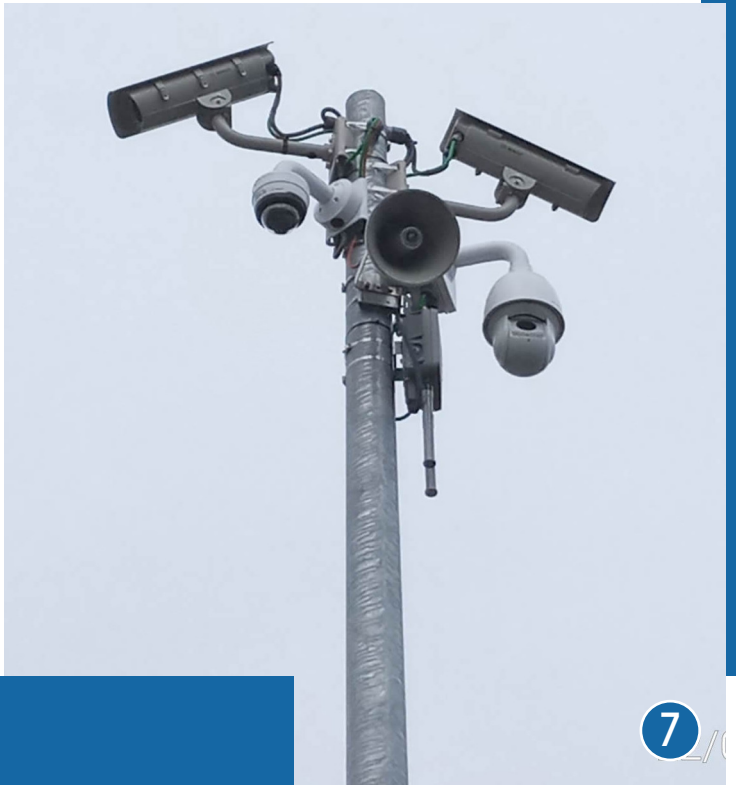
Working conditions are at least as important. “If you have to go to car parks to take a rest and there are no sanitary facilities, that is not an advertisement for the job. Today everything has to be cheaper, wages have to go down, it has to go faster, there is a lot of pressure, which means that people don’t want to do the job. That’s the real problem.”

The EU-funded Action “Setting up two safe and secure parking areas in the Spanish-French border region” is currently in the last phase of developing two safe and secure parking areas (SSTPAs) in the region of Gipuzkoa in the North of Spain, in immediate vicinity to the French border, for Heavy Goods Vehicles (HGVs) moving along the Atlantic TEN-T Core Network Corridor.

The certification of the parking areas will be carried out in the beginning of 2022 according to the gold-level of the EU Parking Standard.

The two parking areas, located at the Basque municipalities of Astigarraga and Oiartzun, are pivotal for the safeguarding of trans-European road freight transport between Spain and France as there is a decisive lack of safe and secure parking areas for HGVs in the region of Gipuzkoa and especially in the area around San Sebastian.





Astigarraga site photo 1-2-3-4
Oiartzun-site photo: 5-6-7



ESPORG HOSTS SUCCESSFUL CEF WORKSHOP

On October 7th, 2021, ESPORG hosted a successful webinar regarding safe and secure parking, the EU-Parking Standard and detailed information about the current Connecting Europe Facility (CEF call), which launched in mid-September.

We would like to thank all our participants and especially to our guests from the Commission for presenting, Inès Maillart (DG MOVE) and Thomas Lazzeri (CINEA). Ms. Maillart discussed the EU-Parking Standard and the Commission's dedication to safe and secure parking area throughout Europe. Mr. Lazzeri focused on the practical points of the CEF Call: budget, timeline, requirements, etc. The presenters were available for questions at the end of the workshop, which many of our participants took advantage of in order to get detailed information about their specific parking areas or projects.

Please remember to contact ESPORG as soon as possible if you are interested in submitting an application or need guidance regarding the funding process.



If you are interested in watching the webinar, please visit the following link:
<https://youtu.be/KnBoirFcK4k> .

For more information regarding topics discussed in the workshop, please visit the following sites:

- **More information about the CEF Call:**
https://cinea.ec.europa.eu/calls-proposals/2021-cef-transport-call-proposals_en
- **More information about alternative fuels infrastructure and their workshop on the 14th:**
https://cinea.ec.europa.eu/events/virtual-info-day-cef-transport-call-alternative-fuels-infrastructure-facility-afif_en
- **A look at previous CEF projects:**
<https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/projects-by-horizontal-priority/safe-and-secure-infrastructure>
- **More information about the study on safe and secure parking and the current Standard:**
<https://sstpa.eu-study.eu/results/>
<https://www.eu-parking.eu>



MORE FUNDS NEEDED TO BOOST THE SAFETY OF TRUCK PARKS, SAY MEPS

The following is a press release taken from the European Parliament website. You can find the link here: <https://www.europarl.europa.eu/news/en/press-room/20211019IPR15240/more-funds-needed-to-boost-the-safety-of-truck-parks-say-meps>

Drivers suffer from poor conditions and risk becoming victims of crime

- Job's lack of appeal partially behind driver shortage in the EU
- EU funding should be used to improve truck parks
- Technical solutions for reporting could help boost crime-fighting

Fighting crime more effectively and increasing funding would make truck parks in the EU safer and help respond to driver shortages, say Petitions Committee MEPS.

In a resolution on the safety of truck parks in the EU, adopted with 31 in favour and 1 against, the Petitions Committee asks for more co-ordination among member states to tackle criminality against drivers and their cargo, and for increased funding to improve facilities.

MEPs consider the safety situation of truck parks in the EU alarming and their capacity insufficient, especially given that the EU industry is suffering from an acute driver shortage. Because crimes against drivers and their cargo are increasingly organized and cross-border in nature, law enforcement in EU member states needs to coordinate across borders, and systematically report crimes to Europol to allow it to support member states, argue the MEPS.

The text demands funding to create more parking lot capacity and improve the already existing facilities. It asks the Commission to mobilize funding from European Structural and Investment Funds (https://ec.europa.eu/info/funding-tenders/funding-opportunities/funding-programmes/overview-funding-programmes/european-structural-and-investment-funds_en) and the Connecting Europe Facility, and consider revisions to the EU's regulation on developing its cross-border transport network, TEN-T. (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex-3A32013R1315>) In addition to upgrading truck park infrastructure, the EU should also introduce call systems for drivers to report crime to authorities without linguistic barriers, and set up tools allowing them to find and book secure parking areas.

MEPs of the Petitions Committee will travel to the Hauts-de-France region for a fact-finding mission to assess the safety of truck parks. The trip is provisionally scheduled for May 2022.

Background

According to Europol's 2021 Serious and Organized Crime Report, (<https://www.europol.europa.eu/activities-services/main-reports/european-union-serious-and-organised-crime-threat-assessment>) cargo crime impacting freight during transport or storage caused losses of € 75 million in 2019. The Petitions Committee has received a petition raising serious concerns on the safety of truck parking facilities (https://www.europarl.europa.eu/meetdocs/2014_2019/plmrep/COMMITTEES/PETI/DV/2021/07-14/19-0549-2021Urgencyprocedure-EN.pdf) in Europe, which garnered over 22 000 signatures.

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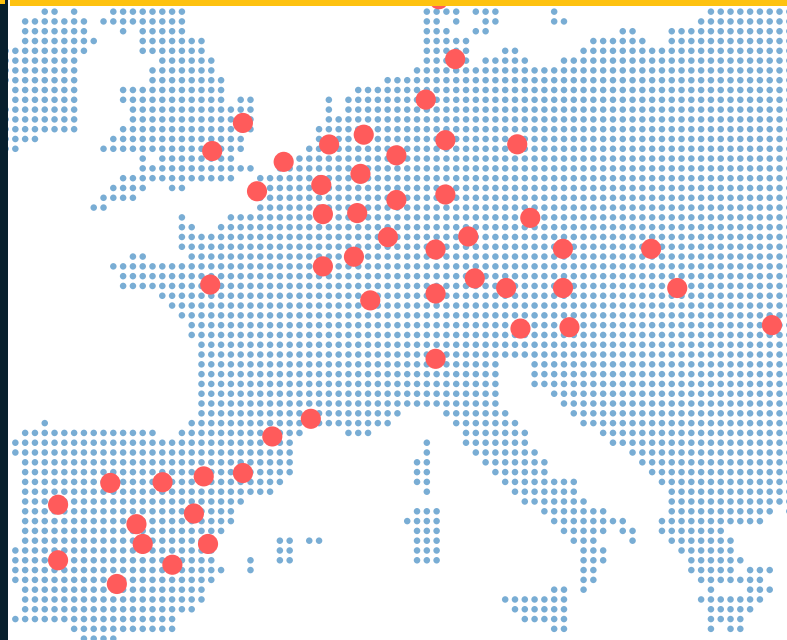
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Delegated Act on safe and secure parking areas

The European Commission's expert group and safe and secure parking areas for trucks, in which ESPORG is an active member, has been presented with the provisional draft of the Delegated Act on safe and secure parking areas. ESPORG is convinced that this draft is in line with the best interests of truck parking operators and represents a viable basis to further develop safe and secure parking areas in Europe. We expect an adoption of the Delegated Act before the end of the year.

LANDSEC export group meeting

ESPORG General Manager Dirk Penasse was invited to give a presentation to the expert group on Land Transport Security. He stressed the pivotal role of parking areas in the security chain and expanded on the funding opportunities for truck parking areas under the CEF call. Dirk encouraged all sector stakeholders to engage with ESPORG to drive the topic of secure parking further.



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2021/2918(RSP)

20.10.2021

DRAFT MOTION FOR A RESOLUTION

pursuant to Rule 227(2) of the Rules of Procedure

on the safety of truck parking lots in the EU
(2021/2918(RSP))

Dolors Montserrat,
on behalf of the Committee on Petitions

**European Parliament resolution on the safety of truck parking lots in the EU
(2021/2918(RSP))**

The European Parliament,

- having regard to Articles 2 and 3 of the Treaty on European Union,
 - having regard to Articles 4, 26, 67, 73, 87, 88 and 91 of the Treaty on the functioning of the European Union,
 - having regard to the Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management as amended by Directive (EU) 2019/1936,
 - having regard to the Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport,
 - having regard to the Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles,
 - having regard to the Regulation (EU) 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU,
 - having regard to the Decision No 585/2014/EU of the European Parliament and of the Council of 15 May 2014 on the deployment of the interoperable EU-wide eCall service,
 - having regard to the Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014, in particular its article 9(2)(b)(vii),
 - having regard to the Regulation (EU) 1054/2020 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs,
 - having regard to the deliberations on petition 0549/2021 during the meeting of the Committee on Petitions on 15 July 2021,
 - having regard to Rule 227(2) of its Rules of Procedure,
- A. whereas the Committee on Petitions has received petition 0549/2021 accompanied by 22735 signatures raising concerns over the truck parking areas on the European road network and calling for preventive measures to reduce the risk and magnitude of the safety problem in truck parking areas;

- B. whereas organised crime groups are often involved in cargo thefts and frequently target high-value products, such as electronics, tobacco and pharmaceutical products provoking important economic losses¹ which amounted to approximately 52 million Euro between 2017 and 2019 and stresses that these figures are not comprehensive due to the lack of reporting and sharing of relevant data concerning cargo crimes;
- C. whereas these criminal groups are becoming more organised, use cutting-edge technologic tools and in many cases make moorings on demand and that according to Europol SOCTA 2021, the use of violence by criminals involved in serious and organised crime in the EU appears to have been increasing, with victims being targeted indiscriminately without regard for their involvement or standing, often causing harm to innocent bystanders;
- D. whereas the European Union should combat crime and organised crime on the European road network and should promote the effective movement of goods in a safe manner and without additional costs linked to the over-exposure to the risk of assault;
- E. whereas international road transport drivers spend longer periods on posting away from their home and families, therefore safe, secure and well equipped parking infrastructure across the EU is of crucial importance for their physical and mental health;
- F. whereas work, rest and breaks periods of international haulage drivers are subject to strict rules aiming to create a safe, efficient and socially accountable road transport sector in the European Union, it is responsibility of both the European Union institutions and Member States to provide adequate and EU-wide accessible parking infrastructure that would render working and rest time rules proportionate and feasible;
- G. whereas poor resting conditions as well as the high risk of crime and assault are the major factors of low attractiveness of driver's profession, that entails the lack of drivers an ever-increasing problem challenging effective functioning of the European Union Single Market, logistics and supply chains as well as other sectors such as manufacturing and retail.
1. Recalls that an EC study of 2019 points out that there is a lack of an estimated 100.000 overnight parking spaces for trucks in the EU, while this shortfall is even much greater for certified secure parking areas²;
 2. Declares that secure and safe truck parking areas (SSTPAs) are needed to ensure socially fair conditions for professional drivers when taking their compulsory rests, recalls that at the same time the road transport industry suffers from an acute driver shortage and calls on the European Commission to closely monitor the availability of sufficient number and quality of SSTPAs and the proportionate application of penalties by Member States and underscores the need to take action against any form of unfair treatment and discrimination of EU truckers and transport companies;

¹ Europol SOCTA 2021 “The losses caused by cargo crime in the eight most affected Member States exceeded EUR 75 million in 2019 and have a significant impact on supply chains”.

² EC 2019 Study on Safe and Secure Parking Places for Trucks, p. 24, cf. <https://ec.europa.eu/transport/sites/default/files/2019-study-on-safe-and-secure-parking-places-for-trucks.pdf>

3. Deplores the attacks on carriers in the truck parking areas, including deadly attacks, and recalls that these attacks are often committed by well organised and well equipped gangs that sometimes act in accordance with instructions to steal goods under previous order and often use the income from these offences to fund other forms of serious crime;
4. Deplores that this kind of episodes might be used to promote xenophobic or racist attitudes;
5. Acknowledges that property crime against trucks is increasingly of a cross-border nature and represents the main security threat for truck drivers; highlights the need for enhanced cooperation in order to be properly tackled, and requests more structural exchange of information and operational coordination between Member States law enforcement authorities with the support of Europol, including enhanced cooperation with private parties, such as TAPA and ESPORG;
6. Calls on Member States to report the crimes to Europol systematically, in order to ensure coherent response through operational and analytical support and calls on the Commission to strengthen Europol capabilities further in this area, by increasing its resources and staff;
7. Calls on the Commission to promote the increase of available trucks parking lots and to improve their quality, safety and connectivity using legislative initiatives as well as the European Structural and Investment Funds' programmes, mechanisms of promoting cooperation between the competent authorities of the Member States and other available instruments as, in particular, the Connecting Europe Facility funding programme;
8. Urges the Commission and the Council to take necessary measures to establish and to develop police cooperation involving the competent authorities of all Member States regarding the prevention, detection and investigation of criminal offences on roads and parking areas;
9. Calls on the Commission and the Member States to include in the final content of the partnership agreements on the European Structural and Investment Funds and in the programmes of these funds, objectives and approaches to increase the number of SSTPAs;
10. Welcomes the establishment of the Expert Group on Road Infrastructure Safety to seek the advice and expertise of Member States and other relevant stakeholders, including for the preparation of non-legislative acts, as well as of the High Level Group on Road Safety to include strategic advice and frequent feedback, urges to accelerate work in this direction and to coordinate with Member States, so as to achieve concrete improvements for Europe's truck drivers;
11. Stresses the importance of the implementation of the projects aimed to promote national and international cooperation in the fight against cargo theft, to create an overview of ongoing procedures and to optimize case work at an operational level;
12. Recalls the importance of ensuring priority funding for the creation and upgrading of

SSTPAs in Europe, by making use of all available EU and Member States' funding programmes;

13. Calls on the Member States to assume their primary responsibility for addressing the safety of truck parking areas by means of well-established national road safety strategies and concrete expression in action plans and implementation plans, which form the basis of a genuine European road safety culture;
14. Calls on the Commission and the Member States to join efforts to improve the quality of the services, including the offer of basic affordable features, and the security of the truck parking areas, while ensuring that independent third party audits based on common EU standards will occur for all secure truck parking areas within the system and this to guarantee infrastructure conformity with the EU safety and security standards i.a. in line with the Directive 2008/96/EC on road infrastructure safety management;
15. Regrets that divergent interpretations persist in relation to parking security and safety standards and certification requirements and emphasises the importance of an EU harmonised standard, containing clear and unambiguous rules on safety and comfort levels;
16. Calls on the Commission to follow the commitments enshrined in the Regulation (EU) 1054/2020 to establish standards and certification procedures for safe and secure truck parking facilities in the EU;
17. Underscores that EU standards detailing the level of service and security of SSTPAs and procedures for the certification of such parking areas shall be made mandatory, in order to ensure and provide a consistent definition of secure truck parking areas and a coherent legislative framework;
18. Calls for improving the coverage and effectiveness of emergency and immediate response services and the introduction of call systems for the notification to the competent authorities, adapted to the linguistic skills of truck-drivers; and urges the Member States to implement an immediate response system when crime against a driver or a truck occurs within their national jurisdiction and to avoid cases when a driver does not receive a timely assistance from national public security authorities due to small-scale of crime, linguistic barriers or any other grounds;
19. Requests the introduction of regular security/police patrols in the parking areas, where security services cannot be constantly provided, but attacks on carriers are reported;
20. Highlights the importance of strengthening data collection mechanisms and information exchange as well as of the analytical support and calls on the Member States to implement efficient models for automatized data gathering, processing and sharing in order to improve the operational response of police forces in tackling cross-border dimension of criminality;
21. Points out that information about the location of SSTPAs should be conveyed in a user-friendly manner to drivers and to the entire logistics chain via digital tools and requests the Commission to achieve this goal by means of setting the basis for interoperable ICT

solutions that will allow drivers to find and book secure parking areas and plan their trips accordingly;

22. Calls on the Commission and the Member States to promote the existing instruments of in-vehicle safety systems or any kind of intelligent warning tools and its connection with police and emergency services;
23. Calls on the Commission to propose measures for the revision of the Delegated Regulation (EU) No 885/2013, supplementing ITS Directive 2010/40/EU with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles, as well as for the revision of the Regulation (EU) No 1315/2013 on Union guidelines for the development of the trans-European transport network (TEN-T Guidelines);
24. Calls on the Commission and the Member States to explore and suggest concrete measures for the protection of victims of crimes committed in unprotected truck parking areas, such as access to medical service, legal advice, interpreter assistance, etc.;
25. Welcomes the decision of the Committee on Petitions to setup a fact-finding mission to further investigate the facts described in petition 0549/2021, to deliver new details on the safety of truck parking areas and to assess the challenges on the ground;
26. Instructs its President to forward this resolution to the Council, the European Commission and to the governments and the parliaments of the Member States.