

INTRANSIT

The magazine for secure parking areas and transport companies, No. 2 December 2019



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WELCOME



ESPOrg in cooperation with IRU, Concilius and Panteia will offer support for organisations, companies and authorities wishing to apply for a CEF grant, supporting investments in safe and secure parking areas.

However, given the relatively short time to develop the CEF grant application (deadline 26 February 2020), potential applicants should already have concrete plans to construct and operate a safe and secure parking area. The works need moreover to be finished by December 2023.

The EU Parking Academy is going well and more Safe and Secure Truck Parkings are finding their way to following the course to reach the path towards the new EU Parking Standard certificate.

Furthermore, ESPORG is going to help its members with the ITS regulation through a Declaration of Compliance (self-declaration) with the Delegated Regulation (EU) No. 885/2013 of the European Commission with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (Priority Action E)

Finally, I would like to wish you a Merry Christmas and a Happy and Healthy 2020.

Dirk Penasse

From the General Manager

First of all, I would like to thank all those attending the ESPORG conference on 7 November 2019 and in particular the keynote speakers and the panellists. You all helped making it a great event.

The workshop about CEF funding supported by the European Commission and INEA was a great success.

Allow me to already ask you to save the date of 29 October 2020 for our next ESPORG conference that will be held in Brussels.

May I still invite those who did not do it so far to sign the Manifesto about Safe and Secure Truck Parking Areas. By doing so, the market will give a clear signal that it stands behind the EU Parking Standard, to move forward and ensure its practical implementation.



THE EU-PARKING STANDARD FOR SAFE & SECURE TRUCK PARKING AREAS

Road freight transport faces a considerable range of issues, amongst which the increasing challenges related to security and safety and the unattractive working conditions leading to driver shortage and an ageing workforce. At the same time, cargo criminality causes substantial financial and reputational losses to supply chain operators as the European road freight transport sector continues to be an attractive target for cargo thieves and traffickers.

Safe and Secure Truck Parking Areas (SSTPAs) can tackle cargo criminality and improve drivers' working conditions. However, currently different schemes for assessing the level of security and services provided by SSTPAs in Europe are being used. This causes ambiguity and confusion for the users and providers of their services, therefore decreasing both the demand for and the implementation prospects of SSTPAs. Moreover, a significant part of existing security ratings is based on self-assessment which adds to the ambiguity. An EU-wide standard for truck parking areas has the potential to create greater transparency and build trust amongst users. Having a commonly recognised standard with long-term EU backing can also guarantee the right conditions for private sector investment.

To promote the development of SSTPAs in Europe, the European Commission (EC) in 2018 funded a study which resulted (among others) into a

proposed standard for SSTPAs in Europe, covering both security and service requirements. The EU-Parking standard, which has been set in operation in November 2019, is expected to create greater transparency for users and to facilitate private sector investment.

To facilitate the adoption of the standard, an Experts Group on Safe & Secure Parking Areas for Trucks has been created to assist the EC in the implementation of SSTPAs and a Secretariat was established. The main role of the Secretariat is to provide up-to-date and reliable information on: (1) the EU-Parking standard, (2) qualified Certification Entities to whom parking operators/developers can turn to, and (3) already certified SSTPAs from which transport companies and shippers can select the parking areas that meet the requirements of their cargo and itinerary and drivers can use those with services & facilities matching their needs. All this information is delivered through a web-based platform (<http://www.eu-parking.eu/>).

Furthermore, the platform also facilitates the certification process by providing: (1) access for being registered as an accredited SSTPA certification entity, and (2) an interface for registering parking certification results & parking details. For an organisation to be registered as an EU Parking certification entity, two main requirements must be met: (1) to be ISO 17021 ac-

credited, and (2) to have its auditors trained to the EU parking standard. Interested organisations can be registered at any time by accessing the web platform.

The first five truck parking areas have already been certified, being located in Belgium, Spain and Romania, and the target is to have 20 parking areas across Europe certified until the end of 2020.

Therefore, an EU standard for SSTPAs is currently in place, a web-based platform is now operational for assisting the certification process and a CEF call for co-funding SSTPAs according to the EU-Parking Standard has been launched. The co-existence of all three factors makes it clear that the time is right to develop an EU-wide backbone of Safe and Secure Truck Parking Areas, to the benefit of truck drivers, the industry and society as a whole.

More information

Aristos Halatsis
CERTH/HIT
EU-Parking Standard Secretariat

Registration is open to audit companies with an ISO 17021 accreditation at:

<http://www.eu-parking.eu>
<http://www.eu-parking.com>
<http://www.eu-parking.org>

USE THE NAP TO PROMOTE YOUR TRUCK PARKING

In 2013 the European Commission adopted the so-called delegated regulation No 885/2013 with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles. This Regulation aims at optimising the use of parking places and to facilitate drivers' or transport companies' decisions about when and where to park by means of deployment of information services. This Truck Parking data has to be provided to a National Access Point (NAP), which will publish the data, with the purpose that the available data can be re-used by third parties to develop applications for the end-users (read: truck drivers and transport companies).

Do you have to provide data about your Safe and Secure Truck Parking Areas (SSTPAs)?

Data on safe and secure public and private parking areas describing the parking facility shall be collected and supplied by public or private parking operators and service providers. As an SSTPA you will have to look whether your SSTPA is located in one of the so-called 'designated areas' which have been designated by your national Ministry of Infrastructure. When your SSTPA is located in such an area, you will have to provide the requested data to the NAP, making use of DATEX II profiles or other internationally compatible formats. The type of data that needs to be provided to the NAP is defined in article 4 (Data collection) of the **Delegated Regulation**¹. In principle it is about 'static information', 'information about safety and equipment' and 'dynamic parking information'.

It should be noted that, in case your SSTPA is not located in the designated area, you can still provide data to the NAP. If it is not clear if you have to provide information to the NAP, contact the NAP or National Body in your country. So far 13 Member States are publishing truck parking information through a European or National Access Point. An overview of the NAPs can be found via this [link](#)².

Quality of the data to be provided

The delegated regulation does not impose specific quality requirements to the data to be provided. As a result, quality control is very diverse across the NAPs, but most NAPs do not have quality requirements. For example, some NAPs only request the data to be up to date, whereas other NAPs require compliance of the LABEL Service Criteria, completion of the declaration of compliance or completeness of a minimum metadata set.

Declaration of Compliance

21 Member States have nominated a so-called National Body that will be responsible for assessing whether service providers, parking operators and road operators comply with the delegated regulation. An overview of National Bodies can be found in this [link](#)². This means that, if you have to provide data about your SSTPA, you will also have



to inform the National Body in your country. Depending on the country of your SSTPA, the National Body can prescribe a specific format for the Declaration of Compliance. If this is not the case, you can use the Uniform Declaration of Compliance developed by the EU EIP project. This declaration is also available from the same [link](#)² and should be submitted the National Body in your country.

Why should you provide information about your SSTPA to the NAP?

Providing data to the NAP means that the data about your SSTPA becomes publicly available for re-use by service providers. This means that the NAP serves as a kind of 'Yellow Pages' for the promotion of your SSTPA, for example through websites and apps.

Apart from the fact that it helps to promote your SSTPA, there is the legal obligation to provide the data if your SSTPA is located in a designated area.

Stepwise approach:

- 1) Check whether your SSTPA is located in a so-called 'designated area'.
- 2) If this is the case: collect the requested static (and dynamic) parking information as well as information on safety and equipment.
- 3) Supply the collected information to the National Access Point in the country of the SSTPA.
- 4) Complete the Uniform Declaration of Compliance and send it to the National Body in the country of the SSTPA.

National Access Point

Besides information about services on safe and secure parking places for trucks and commercial vehicles the NAPs also provide data about 'Safety Related Traffic Information' (slippery roads, road works etc.), Real Time Traffic Information (speed, delay etc) and Multimodal Travel Information (time tables of train, busses etc.)

The main function of NAPs is to facilitate access, easy exchange and reuse of transport related data, in order to support the provision of travel and traffic services all over Europe to the drivers and travellers.

"A LARGE DIFFERENCE APPEARS TO EXIST BETWEEN THE NUMBER OF REQUIRED AND THE NUMBER OF SECURE PARKING PLACES"

Europe needs 400,000 secure parking places. There must also be one standard for safe parking places. This is the conclusion of a study by the European Commission. Frederik Rasmussen, DG Mobility and Transport European Commission, Deputy Head of EU Road Transport, is working towards this objective.



What is the European Commission's interest in safe and secure truck parking areas?

Safe and secure parking areas are needed for several reasons. They give drivers better and safer resting conditions, they protect the cargo and they can help to avoid immigrants jumping onboard trucks when they are parked. Despite these clear needs, there are too few safe and secure parking areas for trucks, which is why the Commission is actively engaging in the process and providing funding for the building an upgrade of parkings.

Which contribution can safe and secure truck parking areas make to the European transport network?

The European economy is to a large extent dominated and dependent on road freight transport. Much of this road transport is long distance and requires drivers to rest on-route in accordance with the applicable driving and rest time rules. However, due to the lack of safe and secure parking areas for trucks, drivers often have to drive considerable detours or park in unsafe and inadequate locations. To avoid this situation, parking areas need to figure much higher on the agenda, for the purpose of the completeness of the entire European transport network.

The European Commission has set up and expert group on safe and secure parking areas for trucks. What is its mission?

Having completed the study on Safe and secure parking places for trucks (<https://ec.europa.eu/transport/sites/transport/files/2019-study-on-safe-and-secure-parking-places-for-trucks.pdf>), the Commission decided to establish an expert group, consisting of the industry and Member States, with the purpose of implementing the findings of the study. This work has already progressed successfully with the result that several parkings already have been certified according to the 'EU Parking Standard'.

The expert group will have another important role, which is to prepare any implementing legislation on parkings that would be adopted in the context of the so-called Mobility Package.

There are many discussions around social conditions for drivers, including in the "Mobility Package". How can safe and secure truck parking areas contribute to adequate working and living conditions in your view?

It goes without saying that drivers need and deserve better and safer resting conditions. There is currently a significant shortage of truck drivers in the EU, which partly could be explained by the fact that these are on the road for longer periods and living under unsatisfactory conditions. Let me add that it is absolutely vital for road safety that drivers are rested when driving, and that - as such - safe and secure truck parking areas obviously can contribute in this respect.

What is the Commission's view on the digitalization of freight transport and more specifically, how do you see this for safe and secure truck parking areas?

A parking that is not digitalized is almost the same as a smartphone without connection. In order for users to find and book safe and secure truck parking areas, it is needed to make the information about these parkings available via the Internet in a structured manner. This is currently not the case, but the Commission is working with Member States to improve the situation. There are also ongoing private initiatives, which are very welcome.

CHOOSING THE RIGHT FENCE FOR YOUR TRUCK PARKING

B BETA FENCE

The most direct way to ensure a safe external perimeter is the installation of fences & gates, barriers & turnstiles. The very wide variation of fence types & systems can offer a solution for the security level of your needs.

Perimeter security, containment and stability are of the utmost importance for the safe & secure truck parking areas of tomorrow.

The end goal for an SSTPA (Safe & Secure Truck Parking Area) should be a full integration of different available security systems in one manageable platform that provides a realtime control.

Today security buyers can choose from a wide range of perimeter security technologies that allows them to maintain the full control and visibility of people located at the inside & outside of the perimeter. Be it to delay an intrusion, to detect and intervene, or to efficiently control access, an SSTPA needs the combination to have a solution that you can rely on.

An SSTPA's security approach greatly depends on the security of the external perimeter. The perimeter security system needs to discourage entry to unauthorized persons, to detect entry or exit of the premises by authorized & non-authorized persons. It should thus be difficult to bypass and not to activate any unnecessary alarms, even in adverse conditions.

A safe external perimeter consists out of a mix of:

- High Quality Mesh fencing
- A combination of gates, barriers & turnstiles
- Electronic components for access control, intrusion detection, identity control & registration.

Functionality of a fence:

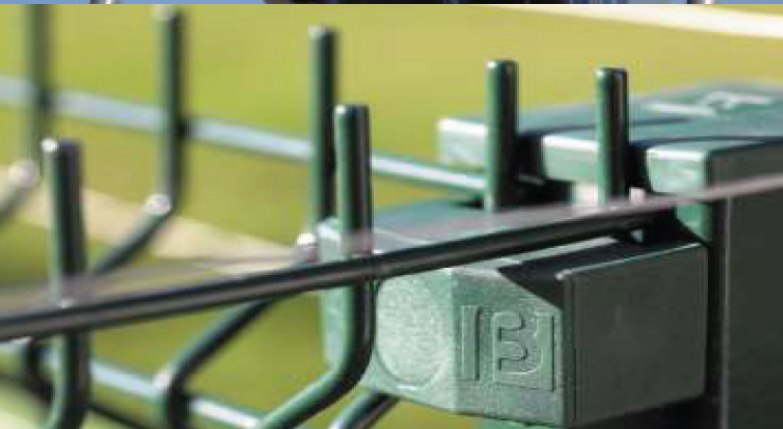
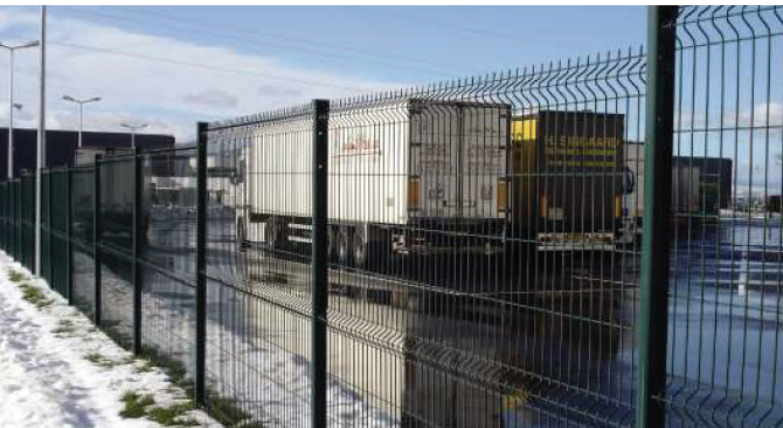
- **Demarcation:** Fences in the 'demarcation' category indicate a boundary. The fence is intended to indicate where the site starts or ends.
- **Dissuasion:** Fences in the 'dissuasion' category have a clear aim. They prevent the boundary from being crossed and form a physical obstacle, which clearly indicates that entry is reserved to authorised persons only.
- **Delay:** Fences in the 'delay' category hinder entry and for that reason are considered as 'security fencing'. The fences slow down strongly the entrance of unauthorized persons & allow the security team to respond. The strength of your external perimeter will depend on the level of dissuasion, the delay that the physical barrier can cause, and the accuracy of the detection system.



Key parameters to choose the correct fence type:

In order to deal with possible intrusion attempts, the fences need to be highly resistant. The total system needs to be able to withstand pressure for vandalism or cutting attempts. The mesh aperture & height of the fence, the resistance of the welds & the steel wire diameter are all critical features that make it hard to climb or cut the fence. Razor barbed wire topping can provide an additional degree of security. Next to that the fencing material should be able to withstand harsh and sometimes corrosive weather/environmental conditions.

An efficient fencing system needs to strike a balance between preventing to climb and cutting it, and in the meantime also providing excellent visibility for a combination with CCTV systems. The tighter the mesh size is made, the more difficult it is to climb the fence, but also the more the visibility is hindered. For the same reasons of visibility fences should have light colours, in order to form a better contrast with human shapes.



What is Betafence's interest in truck parking areas?

One of the key values of Betafence is that we act and operate in a way that benefits our surrounding communities, upholding and respecting fundamental rights and engaging with local communities. We strongly believe that SSTPAs are a benefit for everybody.

How do you see the path forward for secure parking?

A strong partnership with key players who all have expertise in their specific domain creating safe external perimeters, combined with clear European & local rules, guidelines & regulations. European or private funding would definitely help to build awareness & willingness to invest in SSTPAs.

What is your contribution to making truck parking more secure in Europe?

As a global player in fencing solutions, with experience in different applications & sectors, where different security levels from low security to high security level are required, we would like to share our experience & knowhow to provide secure truck parking areas that can cope with today's challenges.

In your view, which added value do fences have regarding security and safety?

In my view fences are the one of the most important parts in a total perimeter concept. Fences are the first boundary that need to be breached or crossed for people with bad intentions. Choosing the correct fencing solution will prevent a lot of problems

How about product differentiation? To which extent can you adapt fencing solutions to security needs?

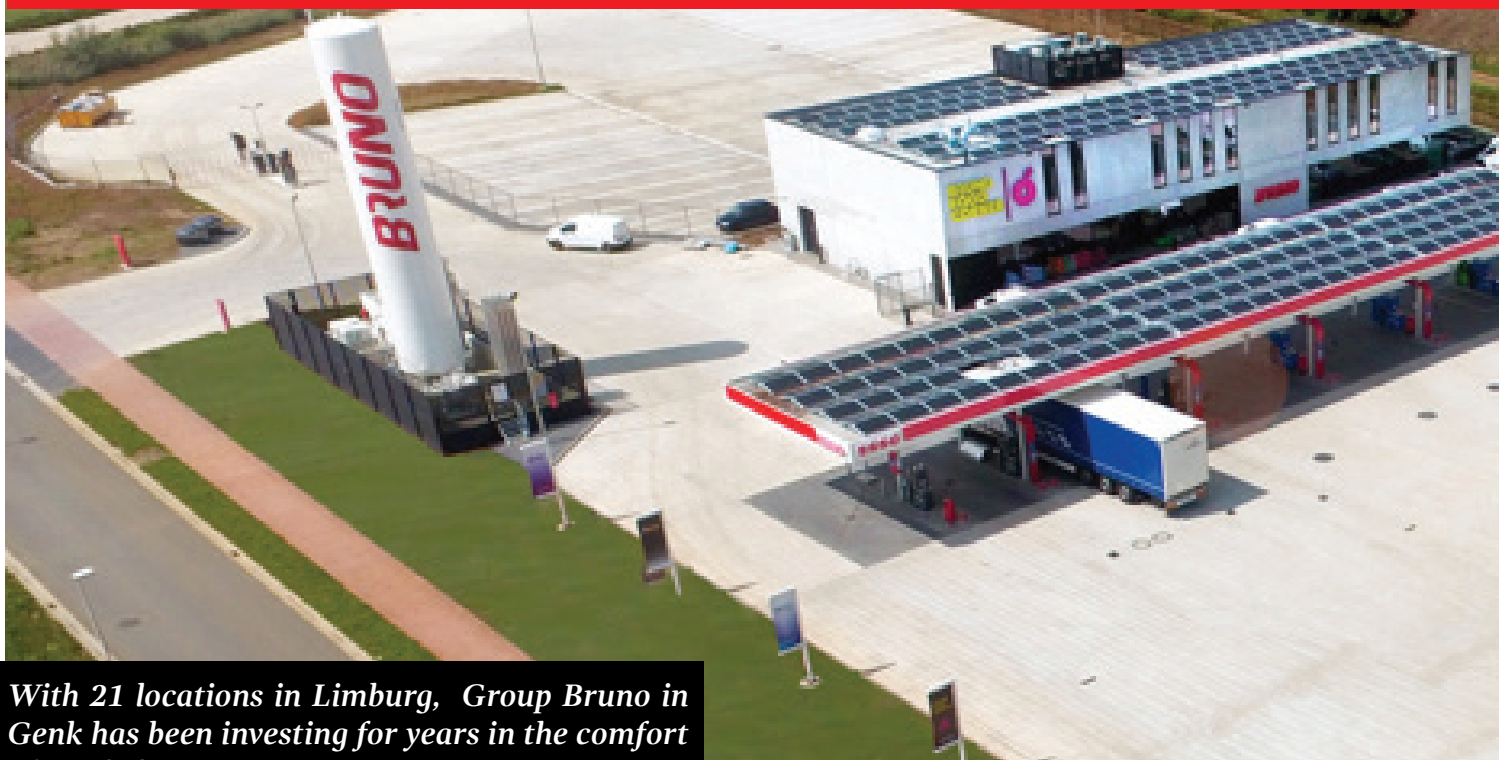
Depending on the requested security level & the local needs or requirements, we can propose solutions which delay forced entry from seconds to multiple minutes.

Betafence is a worldwide player & market leader in fencing solutions, with representatives in more than 100 countries worldwide. Betafence products and solutions protect critical infrastructure and sensitive sites in the public and industrial sectors as well as in the residential market. A company to trust!

www.betafence.com

GROUP BRUNO TRUCK PARK

A VERSATILE COMPANY FOR DRIVERS (BY GROUP BRUNO)



With 21 locations in Limburg, Group Bruno in Genk has been investing for years in the comfort of truck drivers.

The Bruno Service Stations in Genk, Tessenderlo and Bilzen offer guarded truck parking at the heart of the Limburg industrial area.

With a network of 21 Bruno branches in Limburg, Group Bruno has a lot to offer. In addition to distributing quality fuels, we are committed to the one-stop-shop principle. Because in addition to filling your tank, you as a road user or truck driver can fulfill many other needs with us. Our service stations are a nice place for everyone to enjoy a fresh delicious meal or to refuel your car. Does your car need a wash or are you looking for a van to rent? Then you have come to the right place.

Group Bruno has been investing for years in comfort for truck drivers. The Bruno Service Stations in Genk, Tessenderlo and Bilzen are equipped with secure truck parking in the heart of Limburg's industry. The safe truck parking areas give the transporters the services to which they are entitled. An optimal break with all modern facilities on top.

Group Bruno was founded in 1988 by the brothers Angelo and Giuliano Bruno and manages a network of 21 gas stations in Limburg. The group has 500 employees and had a turnover of 124 million € in 2018.

No more sleeping alongs noisy roads. Covering an area of 40.000 m2 the Bilzen truck parking facility is the largest covered parking lot in Belgium with space for 173 trucks. You can also find a safe parking in Genk-North and Tessenderlo. Safety is everything as this parking lot is equipped with barriers, number plate recognition and CCTV. Next to the safe parking in Bilzen, Group Bruno has 7 hectares of industrial land and 1000 sqm of offices to rent or for sale.

Comfort first

Safe parking means that the drivers will get what they deserve: an optimal rest break with all modern conveniences. The aim of Group Bruno is to create a home feeling for all road users, including truck drivers. They can enjoy a delicious sandwich or fresh pizza in our cosy Bruno's Foodcorner. They can refuel at advantageous prices at Bruno Service Station and get a safe and comfortable night's rest at Bruno Safe Parking.



WORKING IN LIMBURG, BELGIUM,



Home sweet home

As group Bruno wants to offer a total package, personal Hygiene facilities are essential. The Service Stations provide high-quality sanitary facilities, that are open to truck drivers around the clock. To complete the picture, there is the adjoining truckers' home. Transport companies can rent and furnish a space in accordance with their requirements. Given the European guidelines regarding rest breaks, this is of crucial importance.

Complete service

Apart from the excellent location of the guarded parking facility in Bilzen, the proximity of a tyre centre, a large truck wash and a customs station ensures that the driver can continue on her way under optimal circumstances. In addition, Group Bruno has expanded its fuel station infrastructure. By investing in a CNG installation at its site in Genk-North and CNG/LNG installation in Tessenderlo, Group Bruno wishes to provide a total solution for all vehicles.



For more information about our services and guarded parking please contact
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ESPORG NEWS

Funding:

CEF support for safe and secure parking

Let us recall that the deadline to submit applications for funding is 26 February 2020, but initial steps have to be taken without delay by interested applicants, to be able to put together successful applications.

For further information and support please contact d.penasse@esporg.eu and f.maas@esporg.eu

Events:

General Meeting and Annual Conference

Our General Meeting and Annual Conference on 6 and 7 November were a great success.

We wish our new board composed of Michael Nielsen (chairman), Michael Kolb, Stuart Madden, Sandro Rossetti, Florin Vadut and Alfredo Etxeberria Murua lots of success for their work. We also would like to thank Daniel Olariu for the long time he spent in the board and his contribution to grow ESPORG over the years.

The Annual Conference was a major success with over 130 participants. We are proud of our five members who are the first parking areas in Europe that were certified under the EU-Parking Standard.

We also greatly appreciated the presentation by the European Commission and INEA on the funding opportunities under the current CEF call.

You will find impressions from our conference on our website.

Thank you to all our members and partners for your great support in making this conference a success.

Our members in Europe

The EU Parking Academy:

The EU Parking Academy is pleased to confirm the successful training of parking managers and staff at Smart Autohof (Romania), at TOTAL (Belgium), at OnTurtle (Spain) and at SDAG (Italy). We also have started training audit entities and look forward to multiplying our training sessions in the next months.

Each course conveys detailed information on the EU-Parking Standard and the four areas of specialization recommended by the EU-funded Study on Safe and Secure Parking Areas for trucks. The courses are interactive and allow for an exchange of good practices, which conveys both knowledge and hands-on experience.

Sign up now for courses at info@euparkingacademy.eu



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The article on pages 6 -7-8 and 9 represents the opinion of BETAFENCE and GROUP BRUNO which is not necessarily that of ESPORG.