

INTRANSIT

The magazine for secure parking areas and transport companies, No.5 March 2020



ESPORG
European Secure Parking Organisation

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WELCOME

INTRANSIT

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areas and transport companies,
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We also welcome the initiative of préfet Michel Lalande, the prefect of the region Hauts-de-France, who recently announced his wish to investigate measures for the region to become a pilot for intelligent truck transport in cooperation with the Belgian region of West Flanders. These initiatives are exactly what we need to close the gaps and offer smart, safe and secure parking all across Europe.

The ESPORG working group has already had a positive influence on legislation, with the agreement on the EU's Mobility Package. This mobility package includes revised rules for the working condition of drivers, including better rest times and more carefully enforced cabotage rules. These measures will ensure that drivers can spend more time at home, promote fair competition on the road and combat illegal practices like fraud. We hope to continue to make an impact on legislation regarding the health and safety of our drivers.

ESPORG would like to welcome three new members into the ESPORG community: MHB Mineralölhandel GmbH, which has taken over Autohof Uhrleben in Germany, TWV Park in Labourse, France and RDV Transports in Calais, France. We look forward to promoting safe and secure parking together, along with our existing members.

Finally, let me wish you, your employees and your families good health in light of the COVID-19 pandemic. So far, the responses by European governments seem appropriate and we hope that the logistics sector will not be disrupted as this sector is now needed more than ever. We hope that the high service level of our truck parking areas will allow truck drivers and all of your employees and colleagues to stay safe and healthy.

Best wishes
Dirk Penasse
General Manager

From the General Manager

Dear members and friends of ESPORG,

I am pleased to announce that 23 project proposals have been submitted under the 2019 EU CEF call for project proposals. Around 82 million € have been requested compared to a foreseen budget of 60 million €. We are pleased with such high demand, which makes it evident that there is a need for this type of funding and shows the European Commission that the CEF programme is an essential tool to support EU policies in favour of safe and secure parking areas. I wish lots of success to all of our members that applied for this funding. We expect the results in July.

This INTRANSIT edition features a wide coverage of safe and secure parking areas in France. At ESPORG we welcome the increasing interest that safe and secure parking encounters in France, one of Europe's economic and logistics powerhouses and a major transit country.

THE OUTBREAK OF THE COVID-19 VIRUS POSES A GENERATIONAL CHALLENGE FOR THE LOGISTICS SECTOR

Drivers have been facing many challenges, from 60 kilometer long queues for trucks at the Polish border to thousands of drivers being stranded at secure and not secure parking places. ESPORG supports the efforts of the European Union to define a joint framework for freight transport that is more crucial than ever to maintain open supply chains and keep consumers healthy and safe. We also welcome the declarations of several policy makers, such as the German President, who underlined the crucial work of truck drivers and thanked them for their efforts in the crisis.

While the situation changes daily, here are a few key facts:

- The closure of the external borders of the EU should not hinder the freight sector (at least not for essential goods) according to the European Commission;
- The Commission has proposed guidelines for “fast track lanes” for trucks at internal EU borders to ensure safe and swift passage, which Member States welcomed and will apply;
- Some national governments are looking into relaxing weekend driving bans and night delivery rules (e.g. Germany) as well as driving and rest times for certain types of supplies (e.g. Belgium);
- The European Union has announced significant relief for the disbursement of Structural Funds (via the Member States) and State Aid rules to support the internal market.

We will keep you updated on our website.

The European Commission has activated the ARGUS crisis reaction mechanism and provides updated information here.

On our website please find information from the Belgian medical community if you have suspected Corona cases in your company.

We wish you as ,our members and your teams, all the best in tackling the upcoming weeks. It is obvious to all that the role of secure truck parking areas for truck drivers and the delivery of goods delivery is a pivotal building block in the supply chain.

The European Commission’s response to the COVID-19 pandemic prioritises keeping citizens healthy.

This includes keeping essential transport moving, for example to transport medical supplies and other essential goods. Many Member States have announced restrictions to transport – a fully list by country is available below. This list is updated regularly, as information becomes available.

Please note that given that the situation is evolving rapidly, the list may not be exhaustive. Always refer to the website of the relevant national authority for the most accurate and up-to-date information, including exemptions foreseen to facilitate the transport of goods.

Mobility measures implemented or announced by Member States
(https://ec.europa.eu/transport/coronavirus-response_en)



SECURE PARKINGS

Taken from the article by Erick Haehnsen in Transportation Official.

WHEN DOES THE SHORTAGE END?



In its first call for proposals, the European Commission wants to invest 60 million euros to create secure parking, which includes 40 million euros for the less developed EU countries. Costs for these parking areas will be subsidized up to 85%, compared to 20% for

the more developed countries. Secure parking in Europe will reduce direct losses due to theft of goods, currently estimated at more than 8.2 billion euros per year. As for the new EU Parking Standard norm, this should provide momentum.

Comfort and Safety Increased

The emergence of a new European standard clarifies the levels of safety and comfort of secure parking in the context of a shortage of drivers and an increase in cargo theft.



Emergence of the European Norm

To implement this recommendation, Member States can now rely on the new European standard of the Safe and Secure Truck Park Area (SSTPA), published in early 2019 by the European Commission. This standard, also called the EU Parking Standard, comes in four levels: bronze, silver, gold and platinum. It guarantees drivers a minimum level of benefits in terms of dining facilities, sanitation systems,

lighting, video surveillance and security at parking areas. It's a first in the sector. The new standard changes the game completely for TAPA (Transport Asset Protection Association) and ESPORG (European Secure Parking Organisation), while evaluating safety and services separate. "You could, for example, have five locks and no stars and vice versa," says Frederic Maas, Managing Board member of ESPORG, which includes 75 parking operators managing more than 1000 parking spaces (eight in France), of which only a fraction is secure.

The new standard is not only achieved after certification by a third party. This standard was developed by a consortium of transportation experts and certification boards as well as by transport associations, including ESPORG, who created an academy to train operators in the new European standard. Two years after the launch of the EU Parking Standard, five car parks in Belgium, Spain and Romania were certified in November. In 2020 twenty other parks should receive an official stamp. Starting with the Truck Stop Beziers, France, which has been audited by a certification board to obtain the gold level. Gold, like the Platinum level, ensures high security. "The gold and platinum levels especially interest drivers transporting sensitive cargo or that are located in potentially hazardous areas such as Calais," says Frederic Maas. In 90% of other cases, bronze and silver levels suffice, because what matters to the end customer is the welfare services for the driver; for example: shower, rest rooms or restaurants.



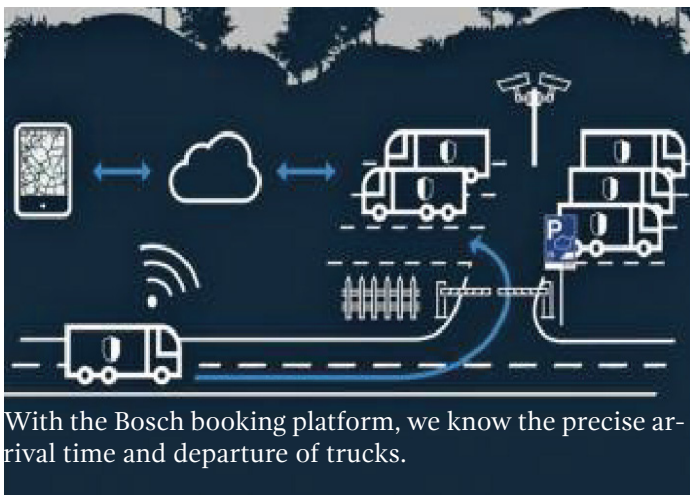
8.2 billion loss of goods

The emergency of the EU Parking Standard interests not only end users but also transport companies. In the recent context of shortage of drivers, drivers want to improve their working conditions but also secure goods. Direct losses due to theft of goods in Europe are estimated at more than 8.2 billion euros per year according to the TAPA association.

In terms of cargo theft, France is not spared. In 2019, 1540 events occurred there, 740 in the first quarter alone. France is the country with the largest amount of information recorded by TAPA services. However, the situation seems to be improving according to Patrice Bouvet, security consultant. According to Mr. Bouvet, the cargo thefts have decreased by 18% in 2019 compared to 2018, when the Central Fight Against Itinerant Delinquency recorded 2545 cases.

This improvement is due to the combined action of local and federal police, Patrice Bouvet reports. He recommends drivers park their trucks in the secure parking areas. "It's expensive. It costs about 15 euros a night, reimbursed by the client, but that limits the risk of theft by more than 90%" emphasizes the consultant, who recommends that companies pay attention to the risk of false diversion of freight carriers.

The issue of freight theft puts the issue of the lack of secure parking areas in the spotlight. According to a study published by the European Commission in February 2019, there are 300.000 parking spaces in Europe in 5.000 parking lots, only 1.000 of which are secured. These 1.000 secure parking lots have 47.000 secure parking spots and 7.000 certified parking spots by TAPA and ESPORG. The European Commission estimates that 400.000 professional drivers are on the road at night. Hence, their desire to reinforce the security of parking lots and pursue the creation of secure lots, initially aiming for 100.000 parking spots that fit the required safety criteria. This is why, thanks to the European Parking Standard, the Commission has decided to support the creation of secure parking by providing grants.



With the Bosch booking platform, we know the precise arrival time and departure of trucks.



PROJECTS IN FRANCE ARE INCREASING



(The capacity rate for Vinci Autoroutes Secure Parking Lots has risen from 50% to 70%).

In order to respond to the shortage, highway management companies and private operators are looking to open new sites which attain the new EU Parking Standard.

In Europe, 75% of theft occurs on open-air parking areas without surveillance. Many transportation companies are confronted with a shortage of secure locations. In France, in the past four years, demand has taken off, especially in the North-South Corridor. This issue could gradually be resolved through the many secure parking projects that private operators and motorway concession companies are considering.

APRR, is one of these transportation companies. They have added two parking areas in the northeast quarter, Langres in the south (230 spots) and Seine-et-Marne (200 spots). The motorway concession company plans to expand its service with the creation of six other secure parking sites, expanding its existing rest areas.

From this perspective, 2 studies were conducted last summer and the results were published in December. The first was conducted face to face with more than 400 drivers (94% employees) with 19 different nationalities. The second was carried out in cooperation with three transport organizations (FNTR, TLF and Unostra), approximately 400 business leaders. 25% of them asked their drivers if they ever used secure parkings ; 41 % replied 'sometimes'

and 34 % replied that they did not. The main reasons for using a secure parking lot: 86% to secure their shipment, 69% to prevent fuel-theft, and 65% to secure the safety of the driver.

The study shows that 48% of them regularly use secure parkings, 25% sometimes and 27% does not. The majority, being 75%, mention the need to feel safe, 58% to protect their shipment, and 53% to avoid fuel-theft. Concerning the non-use of secure parkings ; 67% of companies believe access is too expensive, 54% mention the absence of secure parkings and 30% claim their shipment isn't of high enough value.

The questionnaire also touches on the subject of the definition of secure parking. For transportation companies, this is largely based on safety equipment such as a sufficiently well-lit parking and video-surveillance on site. Concerning the services they would like to have, companies first and foremost mention sanitary and showers (85%) , sit-down restaurants (63%), the ability to book and pay remotely (59%), wiFi-connection (52%), rest areas (40%) and emergency technical assistance (26%). On the driver side, they highlight Wifi connection (55%) rest areas (39%) and also the ability to book and pay remotely for these services, laundry services with a dryer and a seated area. APRR has adapted its services in particular by offering a



complete meal for 10 euros at Langres South. “We also know that we will eventually have to address the issue of accommodation due to the future European regulation which will ban drivers from taking their weekly rest period inside their trucks. But there will be an economic model that takes into account the fact that foreign drivers do not always have the means to afford a restaurant” says *Frédéric Dune*, director of economic and border relations at APRR and manager of the company Park+.

The issue of lodging and food service will be discussed by members of the French Association of Secure HGV Parking, which has recently been created. “The association is open to all operators. At this time, we are consolidating our secure parking operating

companies from Dunkerque to Béziers for 2000 parking places,” indicated Frédéric Dune.

Calls for Projects

Vinci Autoroutes has five secure parking areas on the A7, A9, A63 and the A46. The first ones date back to 2004. They were designed with the State on an experimental basis in response to the needs of the transportation companies. For the past three or four years, the motorway management companies have been confronted with a growing demand of heavy loads and increased frequency of traffic. “So the Government has asked us to think about creating 7 parking areas, which will represent 400 spots in total, within two or three years if the construction starts in 2021-2022, after receiving the State order last November.”

reports Amelia Rung, Development Director at Vinci Autoroutes, who will report back again next summer. Three sites have been planned on the ASF network and four others on the Cofiroute network, near the Parisian region. The ongoing studies will help to define the cost and duration of the construction. Depending on available land and technical difficulties, prices may vary. At the Government’s request, Vinci Autoroutes will answer the EU project call. The financing requests should have been given in at the end of February. With seven parking projects, the Autoroute Management Company aims to reach the silver secure parking level with, among other things, shower and sanitation services, Wifi and rest areas.



Frédéric Dune



Amelia Rung



Antoine Lecea Berastegui

Vending machines will also be present on the parking areas. All services will take into account the presence of foreign drivers who have limited funds. It will be possible to re-serve spots in real time via a central management system. This is in comparison with the existing offer of secure parking areas, where terminals are not able to show the number of occupied spots in their central management system. “We are studying the possibilities of renovating our parking in such a way that transportation companies can better prepare their routes while reserving secure parking spots”, says the Development Director. Mostly payable by TIS-PL and bank card, this kind of offer for secure parking is also being carried out by other organisations; for example, SecuritPark (90 spots) located in La Crèche (79), at the crossing of the A10 and the A83. SecuritPark, created in 2009 by the initiative of the chamber of commerce and the Deux-Sèvres industry, who retains ownership, doubled in size to reach 90 parking spots. This expansion is accompanied by more security and services. About 10.000 m² have already been added and sanitary blocks (showers and WC) have already been integrated as well as a sheltered picnic area with tables. As for its security level, the location is closed off by a 2,40 metal fence. Along with its expansion, Securitpark has updated its videosurveillance and recording installations and optimized their lighting and infrastructure. This endeavor has been proven to be a success by its 30% capacity for the past two months. “With this expansion, we can move

into the next stage of TAPA certification,” says Karine Pailler, development director of land and facilities at CCI. Securitpark is already certified at level 3 of 5 for security and 2 out of 5 for comfort by ESPORG (the European Secure Parking Organisation). This organisation is oriented toward the new EU Parking Standard of the European Commission, published at the start of 2019. Securitpark plans to start a new certification process in order to reach the platinum level. When it comes to comfort and leisure, the award certainly goes to secure parking area Truck Étape Béziers (34). Payable by different methods like TIS-PL, bank cards and fuel cards (DKV, UTA and Idhes), it was opened 15 years ago by ASP before being taken over by Fal three years ago, a restaurant and parking operator in France and Spain. It’s got about 350 spots and has been labelled 5 stars by ESPORG for its associated services (among which are free rental bikes to go into town) and 3 locks for safety. “We worked with the certification organization DEKRA to obtain the gold level by the EU Parking Standard,” says Antoine Lecea Berastegui, CEO of Fal. Fal plans to open a location with 200 spots in Perpignan and a second, more advanced location, in Toulouse where they should have 120 spots near the A61 by the end of 2020. “We offer the same amenities as in Béziers, but with a laundry room and rental bicycles,” explains the CEO. The firm Sigma will provide WiFi on the entire Béziers site, where spots can be booked in real time from next April on. A central reservation system will be put in place, in cooperation with partners, that will work via smartphone and Internet applications.

In France more and more transporters are also opening their doors to their private parking lots to their colleagues, according to the testimony of PKM Logistique (see the report), who just opened a site in Clairoix (60). In addition, RDV Transports has just moved along the route A16-A26, Paris-London-Brussels, and near the Channel (Calais) and already has two secure parking areas, C4T and Polley Secured Lorry Park. Last November, the group RDV Transports moved into the transport and logistics zone of Transmarck-Turquiere, where they have opened, among other locations, a secure parking area of 39.000 m² with a garage, truck wash and gas pump. Situated in a sensitive area due to the presence of transmigrants, the location is protected from intruders by barbed mesh wire fences three meters tall. The entrance of the parking area is secured by a heavy weight and pedestrian access control with cameras that read license plates to control the opening of the gate. “Seven seconds is enough to open and close,” emphasizes Jean-Pierre Devigne, CEO of RDV Transports. The parking lot is placed under surveillance by security agents and guard dogs present 24/7, 7 days a week. To try to eliminate the risk of theft, the trailers are separated from the cabins in two distinct zones, that each comprise 166 spots. On the service side, drivers have at their disposal showers and dressing rooms, a kitchen and a room equipped with table and chairs to take their break, which creates a common social area.



Karine Pailler



Jean-Pierre Devigne

PARKING SAFETY

PKM LOGISTIQUE RAISES THE BAR



Early notice of arrival, human verification at each check point, anti-vehicle ram posts, license plate recognition, the latest video surveillance cameras, remote monitoring at a high certification level...nothing is left to chance at this private parking location.

At Confluences, the well-known site of the old Continental tire factory in Clair-vois (60), was bought in 2016 by the logistics company PKM Logistique (100 cabins, 300 trailers). There they operate 160.000 m² of warehouses and is home to dozens of companies. Their speciality is to offer a the total package for secure transport and logistics. In recent weeks the company opened their secure parking area to some of their clients. "It's time to break into the sector, learn and optimise our process before considering the development of activity," highlights Mustapha Kherief, the young (42 year old) self-taught CEO of PKM Logistique, who also owns four other logistics sites in l'Oise (Longueuil-Sainte-Marie, Ranti-gny, Remy, Noyon) and another in Lilas, an access point to Paris.



Mustapha Kherief

Regarding comfort, the visiting drivers have at their disposal, for the hour, a break room, a kitchen, showers and toilets for men. For the female drivers, the amenities are separate and secure. "We will repurpose the old Continental company restaurant into a fish & grill restaurant along with a butcher in case people want to cook themselves, announced Mustapha Kherief.

Upstream Security Upon Arrival

Regarding security, nothing is left to chance. Even before the driver's arrival at Confluences, his employer sends the necessary information to present the driver at the security post of the site (estimated time of arrival, registered license plate, vehicle type). Once there, the driver identifies himself at the security check point and signs an electronic touch pad that reminds him of the security rules and to respect the site. These rules can also be found on a poster on the window. The Hikvision (global leader in video protection) CCTV cameras identify the predeclared vehicle thanks to their automatic license plate reader (LAPI).

Concerning the employees on site, they have to show their credentials with their access control badges. "No entrance is 100% automatic. Every time someone enters the site by electronic authorization, there is also human verification via intercom for security," explains Bruno Bourgeois, safety director of PKM Logistique. If the computer gives the green light, the barrier will go up. However, right after, the anti-vehicle-ram posts are able to pop up out of the ground in less than a second in order to block a light vehicle or truck (and the same at the exit). Before reaching the first secure parking area with 27 spots, you have to cross a metal security gate, opened remotely by the computer.

Consistent Security Equipment and Procedures

Along the road that borders the site, the metal fence around the secure parking, 2 meters in height, is reinforced by a double-coiled metal barbed wire (with razored edges). Two thermal cameras (with night vision) are mounted on large posts, 10 meters in height.

Algorithms alert the computer and central remote surveillance of a possible intrusion. “Every driver has to park their vehicle backwards so that they can evacuate as soon as possible in the case of fire,” states the safety director of PKM Logistique, who is preparing his request for TAPA PSR (Parking Security Requirements) certification. After the business zone, there’s a second parking area designated for the internal needs of PKM Logistique and its tenants, secured in the same fashion. In total, the site has 87 Hikvision video surveillance cameras installed by the company Serenity, some of which are equipped with 32 megapixel ultra high resolution.

On top of that, Ivoxe, operational center of remote security management, assures that these remote surveillance APSAD P5 systems have the highest level of certification, rated by the CNPP (National Center of Prevention and Protection). “We work directly with the authorities,” tells Patrick Faraut, Ivoxe president, who besides remote surveillance, operates a remote access guard with video cameras and analysis algorithms to avoid the risk of kidnapping and violence for security guards during the night or on weekends.



Jennifer Kuhajda

Certification Securing Transport

By providing the driver with individual work electronic protection and vehicle tag, opening sensors, keyless entry system and remote cutting of the accelerator, the remote surveillance company Ivoxe can immobilise a stolen vehicle and share the geolocation data with vehicle response authorities.

For Patrick Faraut, remote surveillance operator, a secure site is good, but insufficient. The president of Ivoxe, who has signed an agreement with CNSM (National Center of Mobility Security) for the National Gendarmerie—another discussion is ongoing with the detective squad and the intervention squad of the national police (BRI)—is not content with just doing remote surveillance in the case of intrusion detection. You should also remotely monitor the driver, his truck, his trailer and the goods that he is transporting. In other words, it is about securing the transport itself.

“We are working on developing a French standard in this area,” assures Patrick Faraut. The reference for this standard has to go beyond that of TSR (Trucking Security Requirements) who, with FSR (Facility Security Requirements) and PSR (Parking Security Requirements), consists of one of the pillars of the TAPA certification.

Ivoxe will partner with the company SRTech for vehicle design, especially mechanical reinforcement and for electronic equipment: geolocation tags, trailer locking system, opening sensors and door locks, exterior and interior cameras, audio recording systems in the cabin, panic button and a system for remotely cutting the engine. This equipment is included in the Ivoxe CMDS application, which if necessary, can take over remotely. “When I take on a secure transportation assignment, I enter the beginning and end date of the assignment as well as the driver information into the Ivoxe CMDS system. I verify if he is wearing his personal security device on his belt and that his vehicle is listed as an equipped vehicle. I also verify the departure location, the planned stops and the arrival location,” explains Jennifer Kuhajda, security transport operator at PKM Logistique.

“Before leaving, the driver also calls Ivoxe. Remotely, one of our operators verifies if all his electronic equipment (tags, opening sensors, engine cutting, panic button) is up and running and puts a “security corridor” in place, namely a 25 m area on each side of the road that the driver has to allow for,” clarifies Patrick Faraut. In case of theft, the vehicle cannot leave and the driver cannot open the doors to his trailer, which are remotely locked. Above all, with the panic button and the tag, Ivoxe can share the geolocation date of the victim through their CMDS application with the vehicle response authorities. This data is updated every 30 seconds.

68 arrested for €10 million ‘fast and furious’ – style heists on moving lorries

An unprecedented law enforcement operation involving 5 countries has resulted in the takedown of one of the most active networks of cargo thieves operating across Europe. Composed of over 100 members, this organised crime group is believed to have committed over 150 acts of cargo theft for a total estimated damage worth in excess of €10 million.

The coordinated actions took place under the umbrella of a joint investigation, code-named ‘ARROW’, coordinated by Europol at the international level.

The latest phase of Operation ARROW has resulted in the arrest today in Romania of 37 members of this highly professional criminal syndicate. 73 house searches were carried out in the early hours of the morning across the country by the Romanian National Police and the French National Gendarmerie (Gendarmerie Nationale) with the support of Europol on-the-ground.

These arrests this week in Romania follow those in other European countries of other members of the same criminal group. 10 suspects were arrested in France earlier this year by the French National Gendarmerie as part of a parallel action. A further 10 suspects were arrested in Spain, 6 in the Netherlands

and 5 in Sweden. European arrests warrants have been issued for the remaining members at large.

The arrested individuals, who are originally from Romania, are suspected of carrying out thefts from moving lorries, even as the drivers continued to drive at high speed on motorways.

Executing such thefts requires a high degree of sophistication. One car would start to drive slowly in front of the lorry while two other cars held up the other traffic. A fourth car would drive up close behind the lorry. One of the criminals would climb out of the car’s sunroof onto the bonnet and break open the lock on the lorry with an angle grinder. The valuable cargo would then either be transferred to their vehicle, or thrown on the side of the road to be picked up later. The driver of the lorry and other road-users were often completely unaware of what was going on.

Involved from the very onset of the investigation in December 2016, Europol brought together the different police forces involved to help them connect the dots between their own national investigations and provided analytical support before and during the action days.

(taken from an article by Mick Van Wely from De Telegraaf)

INTERIM CLINICAL GUIDANCE FOR PATIENTS SUSPECTED OF/CONFIRMED WITH COVID-19 IN BELGIUM

This document has been finalized on the 16th of March 2020 to provide support to the diverse groups of Belgian clinicians (general practitioners, emergency physicians, infectious disease specialists, pneumologists, intensive care physicians) who will have to face suspected/confirmed COVID19 cases, during the amplification phase of the epidemic in Belgium.

<https://www.esporg.eu/2020/03/16/interim-clinical-guidance-for-patients-suspected-of-confirmed-with-covid-19-in-belgium/>

For more information concerning the corona virus and the transportation sector, please check out the following link from our partners in transportation, IRU:

https://www.iru.org/global-search?text=coronavirus&type_id%5B0%5D=flash&type_id%5B1%5D=news&order_by=date

2020 events and fairs

The Digital Transport Days take place in Leipzig, Germany, from 18 to 19 November 2020.

We are looking for opportunities to present ESPORG and our members this year.



The Croatian Presidency and the European Commission are compelled to announce that the TEN-T Days that were to take place from 13 to 15 May 2020 in Šibenik are cancelled.

Protective measures need to be taken to prevent the spread of COVID19, especially since the organisers anticipate the attendance of at least 1500 persons.

The organisers are currently focusing on immediate actions required due to cancellation of the event, together with considerations on how the objectives of the conference could otherwise be realised.

We regret the disadvantage that this may cause to participants, speakers and exhibitors.

Despite the disappointment and impact you feel, the organisers want you to know that they are fully committed to working hard to deliver a successful 10th edition of the TEN-T Days when we will have overcome COVID19 and they sincerely hope that you will join them.

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