

INTRANSIT

The magazine for secure parking areas and transport companies, No. 7 April 2020



ESPORG

European Secure Parking Organisation

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WELCOME

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From the General Manager

Dear Members and Friends of ESPORG,

First, I want to thank each and every one of you as well as your employees for the hard work and service you have provided to ensure that the logistics sector continues to function and to promote good health conditions for all those in Europe and beyond during this difficult period. We are proud of all our unsung heroes in this sector.

ESPOG calls on all its members, friends and their networks to work together to identify all the needs that exist and to find viable solutions. We can only deal with this crisis by working together and offering solutions together.

We would also like to thank all of our members for their cooperation in providing information about their services at truck parking areas. This information is vital and will help you attract customers, inform them about your services and establish your truck parking area as a reliable partner in challenging times. We appreciate your help in promoting a resilient supply chain.

ESPOG is committed to informing and offering our services to our members regarding changes in certification standards. Due to changes in the certification levels — the lock and star system has changed to levels of bronze, silver, gold, and platinum — ESPORG will be offering a webinar to explain these changes as well as the proper procedures for certification and re-certification. Any follow-up trainings will be offered through the EU Parking Academy. Stay posted for more information.

Finally, we would like to welcome two new members into the ESPORG community:

Bidepark XXI S.L., in Gipuzkoa, Spain, and HM Entreprenør A/S, who will be building a new safe and secure parking area in Denmark. We look forward to promoting safe and secure parking together, along with our existing members. Welcome !

Have a safe, healthy, and happy month.

Best wishes,

Dirk Penasse
General Manager

PARKING AREAS: OLD AND NEW CHALLENGES AND OPPORTUNITIES

The availability of safe and secure parking areas is now more than ever a pressing need for road haulage companies. Compliance with social provisions in road transport, which has always been a priority for us, goes with it. In addition to social protection and road safety, sufficient areas would also contribute to improve the attractiveness of the road haulage profession.

The recent initiatives carried out by the European Commission with the support of ESPORG and all relevant stakeholders represent an important signal. Only a joint effort can lead to effective and concrete results. We need to ensure the implementation not only of a greater number of areas, but also that those areas are equipped and adequate – quantity must go hand in hand with quality.

Regretfully there is still no uniformity between the Member States of the European Union, with some best practices e. g. areas equipped with adequate spaces for heavy vehicles, even with differentiated areas for refrigerated trucks or vehicles dedicated to the transport of dangerous goods, and above all fully providing services and facilities for truck drivers. But elsewhere there are few parking spaces, low-quality services, higher prices, lower security. Work on introduction and implementation of certifiable standards will be key towards achieving level playing field across the EU.

Cooperation between all stakeholders including Member States will be essential to address a number of open issues (updated, coordinated and real-time communication to haulers on availability and booking areas, “smart” funding, digitalization, awareness raising, smart pricing in particular for micro and small operators). The recent CEF funding call by the EU is a good step, more is needed – starting from the main TEN-T corridors.



It is of paramount importance to ensure that goods are available to all EU citizens where and when they are needed. In view of the full implementation of the “Green Lanes” recently adopted by the European Commission, safeguarding the health of drivers and entrepreneurs is essential. They have to reach their workplace in an easy, fast but also safe way.

We are proud of the role our road haulers play and the support to people they can give. However, companies and drivers must be given the best possible chances to operate and continue to carry out transport services in the best possible way.

We hope that through ESPORG the issue of closed parking areas in various countries will be addressed, as it does not allow workers to fulfill their physiological needs - even washing their hands - and to maintain a high level of hygiene. This may pave the way for serious health problems. And what about the type of masks operators should wear to enter areas and that are not available? Drivers must be provided with suitable conditions to do their job.

Despite today’s difficult environment, we cannot fail to mention that in April the EU Council managed to adopt its position on the Mobility Package I, after a very long process which has taken almost three years of intense negotiations.

While the regular weekly rest period cannot be taken on board or in parking areas, the adopted text of the revised Regulation on driving times and rest periods and tachograph refers to the promotion of the construction and use of safe and secure parking areas. There is also a clear reference to the development of standards and a certification procedure. Finally, the need of easily accessible and up to date information to users is addressed through the setting up of a web portal to find these areas by the EC.

The Commission is to carry out consultations during its preparatory work, including at expert level, and UETR together with other relevant stakeholders is available to support.

We also hope that the ongoing discussion on the so-called “Eurovignette” directive will also progress toward a strict earmarking principle, as it is sensible that the financial income from the charge for the use of the infrastructure is reused for road infrastructure capacity, filling the existing gaps including adequate parking areas for trucks.

I would like to conclude with the following historical comparison: in the past, a global network of trade routes has been made possible also by the existence of road stations, the “caranserais” to rest and recover.

Let’s look back to the past and to our roots to support the flow of commerce and ensure economic continuity, in particular at one of the most difficult moments for all of us. (UETR EUROPEAN ROAD HAULERS ASSOCIATION - <https://uetr.eu>)

TO THANK YOU, WE WANT TO OFFER YOU A BREAK

In such a complicated and dramatic moment haulers are working to guarantee the delivery of essential goods. A4 Holding Group, which manages A4 Brescia-Padova and A31 Valdistico motorways, together with MAN Truck & Bus Italia, have decided to offer to all haulers the possibility of having a break with hot shower and a coffee for free at Autoparco Brescia Est.

It is a small but symbolic gesture in favor of an entire category which, despite now working in precarious conditions, has not failed to give support to the country to face the emergency. In order to benefit from the service, drivers will simply have to go to the Infopoint of Autoparco and request the magnetic card needed.

“In these weeks” - explains Alessandro Smania, Marketing and Communication Director of MAN Truck & Bus Italy - “we have often asked ourselves what we could do in favor of the truck drivers who are on the road every day, besides guaranteeing normal assistance in case of a breakdown. With deep regret, I’ve read and learned from many operators in the sector the difficulty they encountered to simply drink a coffee or use the toilet. Daily gestures that are often taken for granted but that today have become complicated and that we cannot fail to provide to the people who guarantee the supplies to hospitals, pharmacies, supermarkets, service stations and much more “.





“Most of the time” - highlights Nelly Girlanda, head of Communication and Institutional Relations of A4 Holding - “we are led to take for granted the contribution to the country provided by the category of road haulers that pass through our motorway network and in Autoparco every day, to then realize how, in a situation of crisis like this, they are on the front line with an incomparable sense of duty. This small gesture, conceived together with MAN Truck & Bus Italy, is aimed to thank the tireless work of the road transport category, that is making an indispensable service to Italy in these long and complicated weeks”.

TRANSPORT IN ITALY AND AUTOPARCO DI BRESCIA EST

In Italy, 85% of the goods traffic, so about 880 million tons handled per year, travel by road. Autoparco Brescia Est is currently the largest parking area in Europe. Every year 80,000 industrial vehicles stay there at least one night; on the other hand, if we consider those passing through the car park to access various services (fuel, workshop, tire repairer and restaurant) we can certainly talk about more than 300,000 vehicles.





At this moment we are all facing the fight against the Corona virus hoping that very soon the daily curve will lower...

One of the things that Corona has made very clear is the utmost importance of road transport to assure the continuity of the supply chain: medical supplies for those who need them and food and other products to keep the racks of supermarkets full.

Maybe this is a good moment to underline once again the absolute necessity of a well established infrastructure for our road haulers so that they can perform their valuable task in decent, safe and secure circumstances.

Safe and secure parking areas are a key issue in this respect and should be available all over the road network, or the vital “transport corridors” in the EU.

The reasons for this are well-known but just to bring them once again to attention:

Transport Crime has been a terrible plague all over Europe for many years. The European Parliament estimated just 10 years ago an annual loss in the EU of about € 8,3 billion due to transport crime and there is reason to believe that the actual figures might be much higher. Financial losses have been tremendous for the road haulage sector and extend beyond insurance issues but also with damaged equipment, gasoline theft, etc.

In addition, it has been highlighted again and again that transport crime is clearly linked to more serious forms of criminality such as narcotics, human trafficking, and even terrorism.

I would like to take the opportunity here to repeat that all parties in the supply chain have an interest in secure & safe road transport: not only the haulers or forwarding agents but also the shippers and the industry as a whole.

Human trafficking and illegal immigration have become a new challenge the last years.

Quite often the risk and fines regarding these issues have been shifted to road haulers and drivers, but we have left them without a decent infrastructure in the EU road network to prevent such liabilities.



Social aspects bring us to the same remarks. The EU has invested a lot in past years in measures regarding Social Dumping, Working Conditions for truck drivers etc.

But how can we assure these conditions if there is a lack of infrastructure? The Corona crisis has also shown us the gaps in our infrastructure: as highway restaurants are currently closed, international drivers don't even have the chance to find a decent meal or take a shower.

If we want to ensure decent working conditions for our international drivers, we need solid infrastructure, meaning Safe and Secure Parking Areas!

During such uncertain times, now is a good moment to think of a secure future – including for our logistics sector which is a crucial, daily necessity for our supply chains - and to support the everlasting efforts of ESPORG to create more Safe and Secure Parking Areas across Europe!

Wim Dekeyser
B.V.B.A. WIM DEKEYSER
www.wimdekeyser.be
International Loss Adjusters

MAXIMUM COMFORT AND SECURITY IN SOUTHERN FRANCE: TRUCK ETAPE BEZIERS

What makes the safe and secure truck parking area at Béziers unique?

Our geographical location is of high interest for trucks circulating on Europe's north-south axis. The parking at Béziers is the first safe and secure parking area in France after the Spanish border.

Its security features were audited by DEKRA in full respect of the applicable European standards. The use of the French toll system (télépéage) greatly facilitates the task of transport companies to identify the parking areas that they deem suitable for their drivers. We are located at a distance of 500 metres from the motorway toll exit.

Our parking area is also equipped with photovoltaic panels and recharging points for truck cooling.

Can you tell us a bit about the history of your parking?

Our activity has always been related to trucks thanks to our fuel station network DYNEFF that was founded by Antoine LECEA, the current CEO of the parking area. Thus, the transition to safe and secure parking was smooth.

Since we have a round-the-clock service with human personnel on the parking area, the transport companies appreciate this direct relationship when deciding to park their trucks on our parking area at Béziers.

We took over the operation of the parking area on 25 January 2017. Subsequently, we went from 150 parking places to 350 places, renovating lighting, video systems and driving lanes to be awarded 3 locks and 5 stars on 23 February 2018.

Which services do you offer transport companies?

We offer payment via the French toll system, booking, on-site staff around the clock, registration of the four sides of the truck at its entry and exit, electric recharging for truck cooling, a fully lit and fenced parking area with video surveillance, access control for trucks and pedestrians, a fuel station with diesel, natural gas and AdBlue for trucks as well as repair services for MAN and VOLVO vehicles.



What about truck drivers?

Truck drivers benefit from free showers, a traditional restaurant with preferential pricing (30% reduction for drivers), a snack bar with daily opening hours from 6:00 to 23:00 every day, a shop, a picnic area, protection against sun and rain (photovoltaic panels) at the parking area, laundry facilities, a relaxing area for drivers, sports channels and a bike rental service.

Which lessons learned would you like to share based on your experience operating a secure truck parking area?

We doubled the number of trucks at the parking area, decided to accept all toll payment systems in France, improved all services and increased driver loyalty. Our Facebook community has been extended greatly.

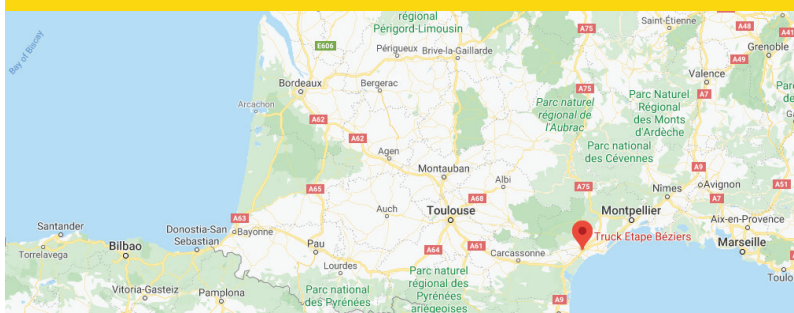
Thus, we are satisfied with the results but we would like to increase our efforts in incentivizing transport companies from Northern European to benefit from our services.

Which are the next steps of your development? Do you have new projects?

We would like to build a hotel next to the parking area and build a new truck parking area in the vicinity of Toulouse.

We await the decisions by the European Union on driving and resting times to decide whether we will envisage the setup of an affordable hotel for drivers. Finally, we have projects in Occitania, Languedoc-Roussillon and Midi-Pyrénées as well.

- Location: A9 | Sortie 36 Béziers Ouest



- Size: 350 parking spaces
- Security: High level with 24/7 human presence and videosurveillance
- Services: 5 stars, including reservation and specific dangerous goods parking
- French quality in terms of food and leisure
- Strong ecological footprint through solar energy generation

THE IMPORTANCE OF SECURE TRUCK PARKING AREAS IN EUROPE FROM THE POINT OF VIEW OF TRANSPORT INSURERS



Much has been written in the past decades about the value and necessity of secure truck parking areas in Europe. Although fundamental steps have already been taken, there still seems to be a long way to go. After all, the 'Study on Safe and Secure Parking Places for Trucks' from February 2019, ordered by the European Commission, showed a need for 400,000 secure parking spaces, while only 300,000 are available, and of these, only 7,000 are secure.

For the insurance sector and more specifically the transport insurers (in regard to the safety of the drivers, their own damage to the vehicles, liability concerning the carriage of goods by road and the goods themselves), the importance of secure parking areas should also not be underestimated.

Clearly, the situation of the drivers themselves must be central to promoting the need for secure truck parking areas, including for the transport insurance sector. The occupational health and safety of the drivers is paramount. The cargo they transport is essentially subordinate to this.

Furthermore, there is no question that in road transport, cargo theft (the vast majority of which occurs while the driver is asleep at night) has been in the top three most common causes of cargo losses on an annual basis for years (based on the claims submitted to the insurers) and it ranks number one in terms of the financial impact or claims burden. It is often noted in such cases that drivers – who must respect their driving and resting times – do not have a suitable and safe parking area in which to spend their nights. Simply because there aren't any, or not enough.

Plus, the impact of transmigrants should not be underestimated. Dark, unsecured truck parking areas along the motorways are attractive locations for stowing away in trucks, which also results in damage to vehicles and cargo.

There is little need to explain the financial impact of cargo theft in Europe. The reported thefts alone run into several billion euros per year. On the one hand, this financial impact is borne by the insurers, but on the other hand, it is partly borne by the cargo interested parties or the transport companies themselves.

Apart from the damage to reputation and other consequential loss that the theft of goods or the climbing aboard of transmigrants entail, in many cases the policy conditions are tightened in the event of cargo theft by, among other things, applying higher deductibles at the expense of the insured party (or parties) themselves. The level of the deductible directly depends on the security of the cargo, depending on the type of goods being transported.

Also, more and more cargo interested parties and large manufacturers of high-quality goods are imposing strict conditions in so-called 'framework contracts' with regard to the obligatory use of secure truck parking. For the road haulier, this means the real risk that in the event of a cargo theft at a secure truck parking area that is not in the agreement, its limited liability as stipulated in the CMR Convention will not apply and it will therefore be responsible for full compensation for all losses. This scenario also often leads to a limitation or even an exclusion in the insurance conditions (in terms of liability in any case).

So you end up in a circle that can only be broken by offering more and better secure parking spaces. After all, insurance is about assessing risks and determining the correct premium to be established accordingly. If the risk decreases, this is reflected in a lower cost for the owner of the goods and/or carrier.

After years of lengthy discussions between all stakeholders, a faint light at the end of the tunnel now seems to have appeared for carriers. As insurers, we can only applaud the fact that all parties are finally aware of the need for such secure road parking. The acceleration seems to have begun; the necessary funds have been made available by the European Commission.

It is crucial that the insurance of such risks remains financially bearable for the transport company long-term and that it remains feasible for the insurers to continue to insure these risks.

This concern is also shared by Assuralia, the (Belgian) professional association of insurance companies – both from the perspective of occupational accident insurance and non-life insurance.

That is why we would like to appeal to everyone involved to follow-through with the steps already taken. In the first place, it is the task of all of us to unburden the carrier to the greatest possible extent in the day-to-day running of his transport activities. At the same time, you are thus creating a win-win situation for all parties involved, societally and economically, in the international carriage of goods by road.

Frank Van Nueten
Managing Director
TVM Belgium

TVM is a member of the sector association Assuralia



TRUCKERS LIFE FOUNDATION SAFE TRANSPORT – TOGETHER WE CAN ACHIEVE MORE!

Truckers Life Foundation was established in 2013 in Wrocław. Since then it has been continuously developing projects on the improvement of health of professional drivers. The community of drivers in Poland includes about 700 000 individuals. It is a high-risk group not only because of dangerous work conditions but also due to the high probability of occurrence of occupational diseases such as hypertension, obesity, cardiovascular diseases and bone disorders. In order to meet this group's expectations, the Foundation carries out a number of projects which viably change drivers' bad habits and increase their awareness of health and safety issues.

In 2019, the Foundation implemented the Truckers LAB project consisting of a series of medical tests leading to the overall diagnosis of the drivers' health and carrying out various activities raising awareness of the consequences of an unhealthy lifestyle among the representatives of this group. As a result, a few thousand drivers were examined and educated on the above mentioned issues. 2019 also marked the launch of the HeroTrucker project - a social media campaign educating the drivers how to give first aid. Thanks to the ongoing international project named Truckers GYM, the number of outdoor gyms in car parks and rest areas throughout Poland and Germany increased to over 100. Truckers HELP is yet another project of the Foundation successfully developed in 2019, this time with the support of the industry influencers, who joined the organization to fundraise money for the rehabilitation treatment of a driver recovering after a stroke.

The Foundation carries out its activities in four countries (Poland, Germany, Czech Republic, Lithuania). From the very beginning its operations have been supported by numerous partners and ambassadors from the TSL industry.

In 2020 the Foundation planned to develop and continue the HeroTrucker project. Its initial concept consisted of organizing a cycle of first aid trainings for professional drivers. Due to the coronavirus pandemic, for obvious reasons, the project had to change its objectives. Having the drivers' health in mind, the Foundation is conducting a series of activities including preparation of materials on education for COVID-19 prevention or developing a media campaign drawing public attention to the problem of lack of access to sanitary facilities in petrol stations and car parks. As part of the "Heart for Trucker" campaign aimed at supporting drivers, children created drawings presenting their fathers at work. In March and April all the Foundation's activities were focused on getting financial support from institutional partners for the purchase of 100 kits including face masks, disinfectants and gloves for their distribution among the drivers. The demand has turned out to be so great that the Foundation decided to start a fundraising campaign during which both institutions and individuals can make a donation in any amount. The target is to collect 95 000 PLN for the purchase of a further 1 500 kits.

Link to fundraising site: <https://zrzutka.pl/96mpzw>



ESPORG NEWS

ESPORG welcomes the EU's Corona exit roadmap

Last week the European Commission and the European Council presented a “Joint European Roadmap towards lifting COVID-19 containment measures”. The Roadmap outlines a series of assessments and recommendations to achieve a gradual and coordinated exit strategy at European level.

It underlines the impact of containment and its relaxation upon value chains as well as national and cross-border transport systems necessary to enable the free movement of people, goods and services.

Disinfection measures at key transport hubs

Inter alia the Roadmap recommends “targeting risk sources while facilitating the gradual return of necessary economic activities”. This may include “intensified and regular cleaning and disinfection of transport hubs and vehicles (...) instead of entirely prohibiting services, and provision of adequate measures or equipment to protect workers or customers”. While most recommendations regarding transport pertain to public transports, they may also be used as a guidance for freight transport in ESPORG’s view (e.g. “issuing personal protective equipment to transport personnel, using protective barriers, making sanitizing/disinfecting gel available at transport hubs and in vehicles”).

Border openings: priority for the Internal Market

The Roadmap provides different proposals on how the widely criticized border closings could be lifted to enable adequate functions of the Internal Market. The Roadmap foresees that borders within the EU should be opened as soon as the epidemiological situation in the respective border regions will have converged sufficiently. The EU stresses that “the gradual re-opening of borders should give priority to cross-border and seasonal workers and should avoid any discrimination against EU mobile workers. Neighbouring Member States should stay in close contact to facilitate this in close coordination with the Commission. In the transition phase, the efforts to maintain an unobstructed flow of goods and to secure supply chains should be reinforced.”

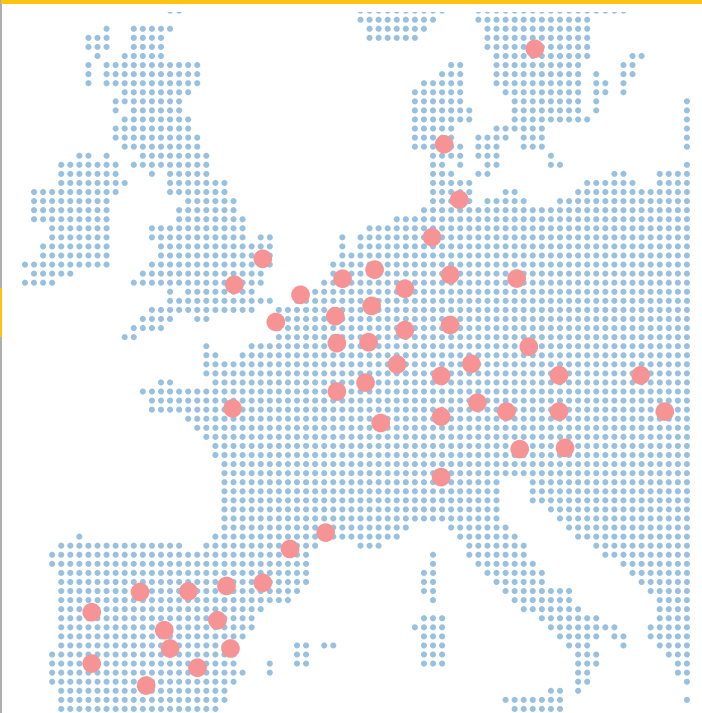
The opening of the EU’s external borders would take longer according to the Roadmap and would be assessed in light of the dangers of reintroduction of the virus. The European Commission also announced that it would create a rapid alert function to identify and inform the public about supply and value chain disruptions.

The road ahead

It is undisputed that most Member States acted individually at the onset of the COVID-19 pandemic in Europe. Uncoordinated measures initially provoked unclear situations at borders, unwarranted border closings and the absence of useful mitigation measures such as Green Lanes. This has distraught the Internal Market for several weeks and has brought along chaos and confusion for the entire transport chain.

Therefore, ESPORG welcomes the initiative of the European Institutions and appreciated the pledge by an increasing number of Member States to take action in a **strategic, coordinated and European** approach, avoiding national (or even regional) initiatives that disrupt value chains and harm the continent’s economy. We need certainty and pragmatic solutions protecting the health of all transport workers, while maximizing the reintroduction of the logistics system required to revitalize economic activity. ESPORG and its partners are therefore available to provide comprehensive solutions ensuring occupational health of and safety, security and high service levels to truck drivers.

Our members



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