

# INTRANSIT

The magazine for secure parking areas and transport companies, No. 8 May 2020



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# WELCOME

INTRANSIT  
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From the General Manager

Dear Members and Friends of ESPORG,

Thank you again for all the hard work and service you have provided to ensure the circulation and global health of the logistics sector and beyond during this difficult period. We are so proud of all of you.

Despite the difficult past weeks, we are relieved to see some gradual ease of restrictions in most Member States: borders are opening and business is beginning to circulate again. We want to continue to promote services regarding health and safety of all our EU citizens. However, we acknowledge that many of those in our network have been hit commercially, despite the essential work they provide for the transport sector. In light of these difficulties, we want to offer you our support. Please let us know any concerns you have or if there is anything we can do to bolster and boost the market as we slowly get back on our feet.

ESPORG would like to applaud the discussions regarding the EU Recovery Action Plan. This plan will financially support the transition towards future-oriented and environmentally friendly technologies in several strategic sectors, including the transport sector.

ESPORG wants to thank all its members, friends and their networks for working together to identify all the needs and provide safe and secure infrastructure for the logistics sector. Currently, seven EU Member States as well as the UK have been identified as in breach of EU rules for their roadside and parking infrastructure. It is clear that now, more than ever, we need to focus on safe and secure parking.

In this regard, it is vital that we inform our members and offer our services regarding changes in certification standards. ESPORG will be offering a webinar to explain all of the changes as well as the proper procedures for certification and re-certification. More in-depth training will be offered through the EU Parking Academy. We are dedicated to maintaining and improving the safe and secure parking areas of our members.

Take care and thank you for promoting safe and secure parking together with ESPORG!

Best wishes,

Dirk Penasse

# TRUCKERS LIFE FOUNDATION SAFE TRANSPORT - TOGETHER WE CAN ACHIEVE MORE!



*As we all know, in these difficult times of the Corona pandemic it is important to honour the people who continue working despite the risks and invest their efforts in the uninterrupted supply of society with essential products, necessary articles, medicine and fresh food.*

In celebration of the International Truck Driver Day on May 8th, the Truckers Life Foundation wanted to thank all our special heroes - all truck drivers - for their courage and commitment. That is why we distributed 200 packages and coffee vouchers on that special day.

The Foundation is aware of the fact that long, international journeys to the countries heavily affected by the Coronavirus do not only have an impact on drivers' health. An additional risk is triggered by the infection probability for drivers' families and friends. That is why the Truckers Life Foundation came up with the idea of free packages. So far, we have distributed 600 packages with mouth covers, disinfection gel and gloves. Once the COVID-19 crisis is over, we will focus on first aid for professional drivers.



# A CONTINUING WARM WELCOME FOR DRIVERS AT C4T, CALAIS

*Throughout the COVID-19 pandemic truck drivers, despite the health risks, have continued to work tirelessly to ensure hospitals are supplied with PPE equipment and medicines, supermarkets are stocked with food and household supplies and warehouses are stocked to meet the demand of online shoppers lock-downed in their homes. With most of the hospitality industry in shut down, one of the main challenges, on the road, for these essential workers has been finding places to stop to rest, revive and refresh.*



Since the lockdown commenced C4T's truck stop in Calais has continued to provide food, drink and service facilities to drivers. Government restrictions have meant that full service is not possible in the restaurant but C4T staff continue to provide take-away service and the shop remains open for groceries and non-food essentials. Enhanced cleaning protocols within the shower and toilet areas together with social distancing measures, to limit contact between staff and drivers, ensure that contamination risks from the coronavirus have been minimised on site.

Drivers are therefore assured of a clean, safe and secure environment in which to stop to rest, revive and refresh. During the COVID-19 lockdown, as a small token of C4T's appreciation for their work, drivers can collect from the restaurant, during opening hours, a Welcome Pack comprising of a snack, drink and disposable gloves.





FOR MORE INFORMATION SEE : [WWW.C4TEUROPE.COM](http://WWW.C4TEUROPE.COM)





## TRANSPORT CRIME & COVID 19

The transport industry is another victim of the Corona crisis. Like many other industries, there has been financial damage, but transport has also had to deal with ever-adapting crime throughout Europe.

Some specific types of road transports like container transport showed a never before seen drop in traffic: up to 70 % or more. So it is no surprise that recent studies in Belgium report that about 25 % of road haulage companies could face bankruptcy if authorities don't support them in one way or the other.

One of the positive consequences of this drop of traffic is a decrease of Transport Crime all over Europe; first of all, as fewer trucks were on the road due to fewer restrictions of free circulation, police controls (including border controls in the Schengen zone) have been discouraging criminals.

For instance, NaVCIS UK reports a decrease of about 50 % in Transport Crime since the implementation of the Covid 19 measures.

Nevertheless, criminal organisations are quickly adapting themselves to the new situation. They always have been very "flexible"...

So we see that "fake carrier frauds" or fraudulent pick-ups by so-called "Phantom carriers" are continuing to strike (which is easily arranged remotely).

What is particularly distasteful is that several frauds and/or incidents that have been reported concern sanitary and medical equipment, which is desperately needed by the victims of Covid 19 and to protect others from being infected.

Many are also overwhelmed daily with online offers to buy masks or other protection materials; it is very hard to distinguish fraudsters from genuine merchants.

In addition, physical security remains a priority. Below are just a few examples:

In Italy crime has adapted to the COVID 19 pandemic with criminals stopping trucks as disguised as law enforcement. It happened at MAGLIANO SABINA (RIETI Province) when a truck driver saw a check point with uniformed men. The truck driver was threatened at gunpoint and robbed.

In the UK (Manchester) there was a theft of masks used to combat the Coronavirus. Thieves stole 80.000 protective face masks intended for frontline NHS and care workers in a £ 166.000 warehouse raid. This crime is truly a particularly sickening crime in these pandemic times. Apparently the warehouse had insufficient security.

Another incident in the UK concerns the theft of several pallets of surgical gloves from of a truck during the night.

In Spain the most striking crime was reported. Police in Spain made seven arrests after discovering a transport company had gotten its hands on 50 of a rival firm's tractor units with a combined value of some €5 million.

Investigators intercepted the seven stolen tractor units while driving en route from Murcia to Madrid, the intended point of sale. Spanish plates were covering the original Bulgarian ones. The first phase of the operation led to the localisation of 43 more tractor units which had been acquired illegally, 39 in Almeria and four in Madrid.

Therefore, we can conclude that security for warehouse and company yards, or anyplace else trucks are parked, remains an important issue. Everyone should be especially vigilant when handling personal protective equipment (PPE) or other essential items. During this crisis, we should be more aware than ever of the presence and prevention of transport crime. The use of secure parking areas is an important tool of prevention.

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International Loss Adjusters



# SECURITPARK (JUNCTION OF MOTORWAYS A10/A83) THE 1ST WESTERN FRANCE SECURE TRUCK PARKING AREA OPEN 24 HOURS A DAY



During this sanitary crisis many motorway service areas are closed, but at SECURITPARK the secure truck parking area is open 24 hours a day.

SECURITPARK, located at the western Atlantic coast at the “Centre Routier La Crèche”, near Niort next to the junction of motorways A10/A83, provides a washroom area (toilets and showers) and a foodtruck at lunchtime.

SECURITPARK is the 1st Western France secure truck parking area with :

- a washroom area with toilets and showers, some sheltered picnic tables, free unlimited WiFi access and fully automated parking systems
- 90 secured parking spaces
- a 24 hour CCTV covering the entry and exit movements with recorded data in order to secure the goods
- a security entrance/exit for trucks and pedestrians
- a foodtruck at lunch time from Tuesday to Friday

Next to SECURITPARK, on “the Centre Routier” zone, we can find :

- a fuel station
- many companies with services related to transports.

Created and run by the Chamber of Commerce of Industry Deux-Sèvres, SECURITPARK complies with the requirements of the LABEL standard. The level of safety and comfort has been reinforced to meet transports and drivers requirement and insurance companies in terms of theft guarantee. It has been awarded the “ESPOG CERTIFICATE Security Parking Area”, ESPOG being the 1st European network of secure parking areas.



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# INGENIOUS VISION: CONTRACTOR PLANS TO TRANSFORM 270,000 M<sup>2</sup> OF HIGHWAY LAND INTO EUROPE'S LARGEST TRUCK STOP

*A projected vision at exit 57 if Michael Mortensen from HM Entreprenør achieves his goal of building Europe's largest secured rest area. Illustration: RUM Architect*



**The Horsens South exit could, within a number of years, host a truck stop with space for 500 lorries with 24-hour surveillance, accommodation and a restaurant. This makes the truck stop the largest of its kind in Europe.**

The Truck Stop would, among other things, provide better conditions for the thousands of truck drivers on the E45, which would facilitate compliance with the rules on driving rest times without having long stays in the cab or parking and on smaller roads.

These are the main headlines regarding the 270,000 m<sup>2</sup> project that HM Entreprenør, through owner Michael Mortensen, has just presented to Transport Minister Benny Engelbrecht (S).



## THE PLANS

In a 270,000 m<sup>2</sup> area south of Exit 57 - called Annasminde - HM Entreprenør will build Europe's largest so-called EU-secured rest area for trucks.

The truck stop will first and foremost consist of 500 24-hour parking spaces for trucks, where there will also be space for trucks up to 25 meters in height.

In addition, there will be a 24-hour restaurant as well as a kiosk, snack bar and other shopping options.

At the same time, the drivers' rest periods are taken into account in the form of proper accommodation.

A fuel station will be set up for both trucks and private cars, as well as supplemented with charging stations for electric cars and a bus stop with local connections.

To manage traffic, the current exits are supplemented by another four, all of which are future proofed for a possible widening of the motorway.



## RESTORING THE REPUTATION OF THE HAULAGE INDUSTRY

As this is a purely private project, the truck stop is not restricted by the State rule that trucks must stay for a maximum of 25 hours at a time. This rule has resulted in drivers going past Exit 57, as the rules for driving rest times provide that they must rest once a week for a minimum of 45 hours.

These two directly contradictory rules have caused major irritation for parked lorries on the smaller roads around the E45. This has proved a nuisance to locals and damaged the reputation of the haulage industry.

Currently, drivers are faced with a problem because they must stop roadside (instead of at a proper resting area) and sleep. I wanted to help resolve this issue, so that the industry can regain a proper reputation, says Michael Mortensen, who is also a former haulier.

According to figures from the Danish Road Directorate, more than three out of four truck drivers stay a minimum of 24 hours at a rest area during weekends, including one third for more than the minimum 45-hour requirement.

In the new rest area, they will not only enjoy greater convenience, but also greater security, as all areas will be CCTV monitored around the clock.

## EASING TRAFFIC FLOW

Another aspect of the big vision - which will be on the western side of the exit between the motorway and the West Road - is the traffic.

Michael Mortensen wants to extend the exit by another four ramps to improve access from all directions to the exit, and remedy the queues which are a standard feature at both the morning and afternoon rush hour.

The exit becomes chaotic at these times, so hopefully we can do something about that while also providing access to a secure truck stop, he says.

## PROVISIONAL PLANS- BUT READY TO START

There are a number of unknowns, which cannot be ignored.

For example, it is not yet fixed exactly how the restaurant and accommodation would work. There are no clear figures on how many lorries drive past the truck stop every year.

And, due to the planning process, the schedule remains uncertain.

- First of all, we must have appropriate permits, and be included in local plans. But that's the only thing we're waiting for. As soon as the authorizations are in place, we are ready to start, says Michael Mortensen.

The company behind the truck stop will trade under the HM Entrepreneur umbrella.

## NATIONAL AND LOCAL SUPPORT

*The plans were presented to the Danish transport Minister, and are supported by the two municipalities, which visited potential site together. The dignitaries were all supportive of the project and viewed it as a positive development. Whilst positive about the development, there are a number of legal and planning stages to be completed in order for the project to come to fruition.*

- "I have asked for the industry to come up with solutions for parking facilities. That is exactly what is being solved here, so I accept that wholeheartedly", said Benny Engelbrecht (Danish Minister for Transport).

He has already introduced the project to the relevant employees of the Ministry of Transport and the Danish Road Directorate in order to uncover any legislative difficulties as soon as possible.

- "I am convinced that there is a demand for this. And when someone is willing to take the risk and the costs associated with it, I see nothing wrong with us doing everything we can to solve any challenges of tying it all together", said Benny Engelbrecht.

According to Michael Mortensen, the permits are the only hindrance at the moment. Once they are in hand, he is ready to let the big machines move in.

## LOCAL SUPPORT FOR THE TRUCK STOP



Mayor Kasper Glyngø from Hedensted Municipality

- "Infrastructure and transport are important for growth, so I believe in many good synergies of the rest area. There is no doubt that it will attract more trucks, and this we know has a positive impact on the freight rates for our companies", said Kasper Glyngø.

- And because there are not enough rest areas, there is nowhere the police or the municipal staff can refer the drivers to. The problem is not on the same scale for us in the municipality of Hedensted, as I hear from several of my mayor colleagues, but looking at it from a regional perspective, such a place cannot help but be of tremendous value, said Kasper Glyngø, who is also chairman of Business Region Aarhus.

If the plans are realised, he expects lorries in a large radius to use exit 57 truck stop. The same could possibly apply to companies outside the municipal boundary.

It is a whole new selling point that must be used to attract transport and logistics companies to the area.

- "That is why we will also support the project as much as we can", says Kasper Glyngø.

From the left Kasper Glyngø, Mayor Hedensted Municipality, Minister of Transport Benny Engelbrecht, Peter Sørensen, Mayor Horsens Municipality, and Michael Mortensen, Holder HM Group A / S



## IN BRIEF:

Europe's largest (270,000 m<sup>2</sup>) SSTPA truck parking lot - highest security clearance by ESPORG.

- Europe's largest SSTPA with 500 parking places
- Europe's largest SSTPA with parking for 25m MVT (modular vehicle train)
- Denmark's first PLATINUM EU certified parking space
- Central location at E45. It meets the TEN-T core network's requirements for a maximum of 100 km between SSTPAs
- Parking lot prepared for hybrid trucks
- Synergies in transport and logistics
- Improvement of infrastructure around E45 Horsens Syd, Vestvejen (West Road), Hedensted, Aarhus, Billund, Herning
- Resolving problems regarding dangerous and illegal parking of lorries in municipalities
- Ensuring orderly social and safety conditions for drivers and goods
- Possibility of sustainable, green and self-sufficient parking space
- Branding of Hedensted and Horsens Municipalities
- Project Area 270,000 m<sup>2</sup>
- New exit from the North, directly to the SSTPA parking area
- New exit from the South towards Horsens
- New entrance to the North
- New and larger interchange on the West Road
- HM Entreprenør A/S
- The company was founded in 1971 in Hovedgard by Henning Mathiassen under the name Henning Mathiassen A / S.
- The company was then taken over in 2008 by Michael Mortensen. Upon acquisition in 2008, there were 40 employees - today we are 110 employees. The HM Group includes the companies HM Entreprenør, HM Grus and HM Recycling as well as several investment and real estate companies. HM Entrepreneur's core areas are soil, sewer, concrete and paving. Our clients are public, municipal, utilities, general contractors and private companies. We work throughout Denmark, and follow our customers to both Sweden and Germany.
- The HM Group has its own gravel and recycling site, which means that we can offer our customers a complete solution within construction work, raw materials and recycling of construction waste. An important factor for our growth is that we dare to challenge what is possible in the industry, we deliver quality and a known firm, which relies on its reputation. We involve our talented and competent employees, and job satisfaction is always on the agenda.
- Last year it generated revenue of DKK 318 million and a profit of DKK 28.2 million.



# ESPOrg NEWS

## EU Recovery Action Plan

The European Union is currently discussing its Recovery Action Plan. The logic will remind history buffs of the Marshall Plan that revived the German industry after WWII. Through targeted investments in key policy areas the EU wishes to support the transition towards future-oriented and environmentally friendly technologies in several strategic sectors. For the transport sector this will encompass a massive focus on automation, IT and alternative propulsion systems. France and Germany spearhead this plan, promising diverse financing options for the Member States in need of financial support, through the EU budget, public EIB loans or even through debts via the European Commission - an absolute novelty. If these plans materialize, even in a less ambitious form, this could profoundly change the nature of services offered at logistics hubs and parking areas over the next few years. A renovation wave of buildings in view of increased energy efficiency would be accompanied by significant investments in automated, interconnected and sustainable infrastructure and fleets. The role of parking areas might be transformed into charging, trans-loading and connectivity hubs.

## Infringement measures against 7 EU Member States and the UK

Several Member States are currently in breach of EU rules regarding their roadside and parking infrastructure. The European Commission calls on 7 of its Member States and the United Kingdom to implement rules on information services for safe and secure parking places according to Delegated Regulation 885/2013. The Commission sent letters of formal notice to Bulgaria, Estonia, Greece, Italy, Latvia, Romania, Slovenia and the United Kingdom for failing to communicate information on safe and secure parking. More specifically, these Member States failed to make information digitally available, through National Access Points, related to parking places (e.g. location of parking areas and available facilities and amenities) as well as to parking places providing dynamic information (e.g. availability of parking spaces or priority zones). The Commission points out that "Truck drivers in Europe are often confronted with insufficient parking facilities and information on such facilities, and therefore often park in non-secured zones or unsafe locations. The concerned countries now have four months to reply to the letter of formal notice; otherwise, the Commission may consider adopting a reasoned opinion." ESPORG welcomes the fact that several countries have started complying with the Delegated Regulation and encourages all Member States to embrace the opportunities offered by Intelligent Transport Systems (ITS) connectivity along the EU TEN-T network. This will modernize the transport sector to the benefit of truck drivers and logistics companies.

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## Our members

