

INTRANSIT

The magazine for secure parking areas and transport companies, No. 20 June 2021



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European Secure Parking Organisation

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WELCOME

INTRANSIT
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Dear Members and Friends of ESPORG,

As ESPORG continues to grow, establish new partnerships, and support projects to build new safe and secure parking areas, we also want to broaden our attention to topics that continue to be an issue for the transport industry in an effort to bring awareness and encourage others to join us in making a safer, more secure transport industry.

In this month's edition of INTRANSIT, we will be focusing on driver needs. The results of a recent study showed that more than half of the drivers are tired and suffer from chronic fatigue; thus concluding that lack of recuperation and rest seem to be a real issue. It is our duty as providers and supporters to make sure that we address these issues and provide rest, safety, and security for drivers.

In addition, we will be highlighting an Italian ESPORG member, SDAG, who provides services at the Italian-Slovenian border, a key border crossing in the TEN-T network for drivers coming and going from central and eastern Europe. We applaud all our members who continually offer amenities and security to ensure the well-being of their customers.

We will also take a look at the latest news within the logistics industry, including the great impact the pandemic has had on transport workers and working conditions, the supply collapse and truck driver shortage in Germany, as well as infringement procedures against Denmark regarding its 25-hour parking limit for trucks in state-owned rest areas.

Finally, we want to welcome our new members Truck One SRL "Centro Good Truck" in Italy and Contrôle Technique Poids Lourds Graveline in France. Thank you for building a safer and more secure logistics industry with us!

Best wishes,

Dirk Penasse

RECENT STUDY FINDS HUGE IMPACT OF COVID-19 ON EU TRANSPORT WORKERS AND THEIR WORKING CONDITIONS

The following article was taken directly from the Panteia website. You can read the original article here: <https://panteia.com/news/covid-19-has-had-huge-impact-on-the-transport-sector/>

Panteia is happy to communicate that the first thematic briefing on transport workers from our study “Relaunching transport and tourism in EU after COVID-19” have been published. This study is done in cooperation with Università degli Studi Roma Tre and Polis for the European Parliament.

This thematic briefing provides the European Parliament’s Committee on Transport and Tourism (TRAN) with an overview of the repercussions of the COVID-19 pandemic on EU transport workers and their working conditions, as well as policy recommendations to address the challenges emerging from the crisis.



The key findings of the briefing are:

- COVID-19 has had a huge impact on the transport sector, putting an estimated 2.3 million workers in the European Union at risk of losing their job.
- Each transport labour market sub-sector is called to address the challenges that the pandemic has created and exacerbated; ranging from ensuring health and safety of workers whilst in operation, addressing employment protection issues, securing repatriation of stranded workers abroad such as seafarers, and ensuring that the travel industry recovers as quickly as possible.
- Measures taken at the EU level focus on ensuring the continuity of cross-border transport, while reducing the spread of the virus, primarily by providing guidelines, implementing Green Lanes, and facilitating frontier workers’ border crossing.
- The national responses have predominantly aimed to support the workers and the industry financially, for example via temporary tax exemptions and loan guarantees, as well as by relieving the administrative burden of the transport sector.
- General recommendations aim to re-launch the transport sector and ensure its attractiveness by creating better working conditions and harmonizing rules across Member States.



You can read the full report here: [https://www.europarl.europa.eu/thinktank/en/document.html?reference=IPOL_STU\(2021\)690867](https://www.europarl.europa.eu/thinktank/en/document.html?reference=IPOL_STU(2021)690867)



SDAG is a prominent member of the European Secure Parking Organisation in Italy and was previously classified as a certified European “Safe and Secure Parking Area” according to the LABEL criteria. The Italian SSTPA wishes to renew its certification through the EU-Parking Standard in the coming months to maintain its status as a certified safe and secure parking area.



BACKGROUND AND HISTORY

SDAG (Stazioni Doganali Autoportuali di Gorizia) was founded in 1982. SDAG is positioned at a strategic point for intra-EU logistics thanks to direct access to the TEN-T network. As a matter of fact, the Interporto is placed at the meeting point of several traffic axes, to and from the countries of central and Eastern Europe, close to the North-Adriatic port system and Trieste Airport.

Gorizia Interporto is an intermodal and logistic platform that covers an area of more than 600,000 m² and offers a wide range of services for international commerce and road and rail transport from/to Central and Eastern Europe. Since the entrance of Slovenia in the European Union in 2004, SDAG has modified and expanded its activities and purposes.



SDAG TODAY:

- Surface of more than 600.000 m²:
 - 43.000 m² covered areas
 - 260.000 m² equipped areas
- 20.000 m² intermodal terminal areas
- 33.000 m² cold storage
- Photovoltaic system:
 - 6.640 installed panels on
 - 20.000 m²
 - more than 1mW of power
- 550 safe and secure parking spots at an hourly rate in Interporto Gorizia at a fixed rate in Frontier Station.

REST FOR TRUCK DRIVERS

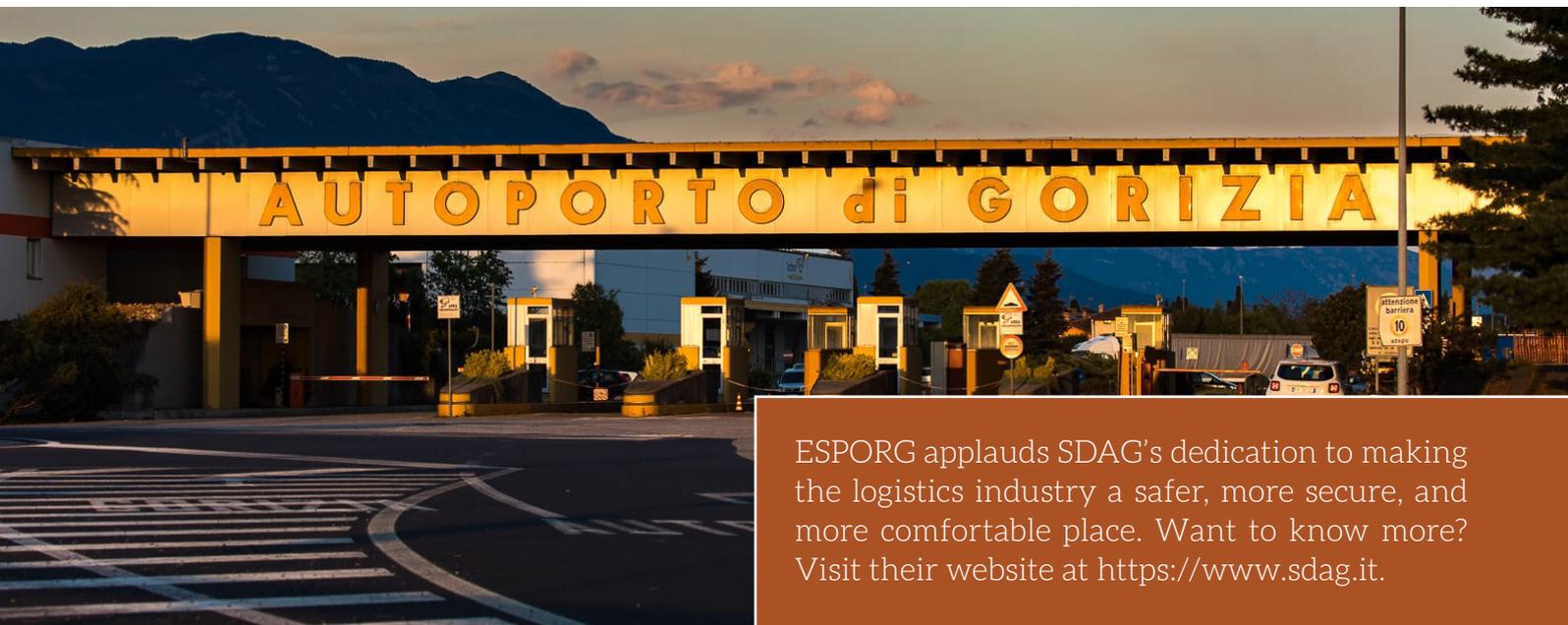
SDAG offers several services to truck drivers that are useful to make the quick or long stop in the parking areas more comfortable. In addition to the parking areas (which host 350 spots in Frontier Station and 65 spots in the Autoporto), with hourly-rate prices for parking, there are many other services:

- Snack bar
- INFOPOINT for motorway tickets and prepaid mobile cards
- Showers and toilets
- Modern relax area with new state-of-the-art automatic distributors
- Free wi-fi
- Video surveillance 24/7
- Green areas with picnic tables
- Mini-market
- Bancomat/ Automatic cash dispenser
- Mechanic for trucks
- Customs services

SECURITY, SURVEILLANCE, SERVICE

ESPOG assisted SDAG in the implementation of the requirements for the certification that SDAG obtained in November 2019. Currently, all the parking areas have around-the-clock video surveillance and the following services, in addition to the ones mentioned above, many of which are mandatory through the EU-Parking Standard:

- Water taps
- Wastebins
- Shelter against rain
- Free-wifi
- Pedestrian safety
- Clear signs
- Vending machines
- Emergency assistance
- Leisure facilities
- Snow ice removal equipment
- Indication services
- Parking with persons with special needs
- Service station arrangements.



ESPOG applauds SDAG's dedication to making the logistics industry a safer, more secure, and more comfortable place. Want to know more? Visit their website at <https://www.sdag.it>.

COMMISSION DECIDES TO REFER DENMARK TO THE COURT OF JUSTICE

The following article was taken directly from the Press Corner of the European Commission website (https://ec.europa.eu/commission/presscorner/detail/en/IP_21_2823).

The European Commission decided on June 9, 2021, to refer **Denmark** to the Court of Justice for failing to lift its restrictions on lorry parking. Denmark has been limiting the period for which lorries can park in state-owned rest areas to a maximum of 25 hours. The Danish measure restricts the freedom to provide services as guaranteed by EU road transport legislation (Regulation (EC) No 1072/2009), as it creates barriers to foreign hauliers carrying out international operations. Since these hauliers do not have an operating centre in Denmark, they need parking space to carry out their activities and to comply with EU obligations on driving and rest times under Regulation (EU) 561/2006. The restriction on lorry parking makes compliance with those obligations more difficult. The Commission considers that the rule is not appropriate, necessary or proportionate to the objectives and therefore started an infringement procedure against Denmark, requesting it to lift its 25-hour limit.

Background

Denmark introduced a 25-hour limitation on lorry parking on state-owned rest areas on 1 July 2018.

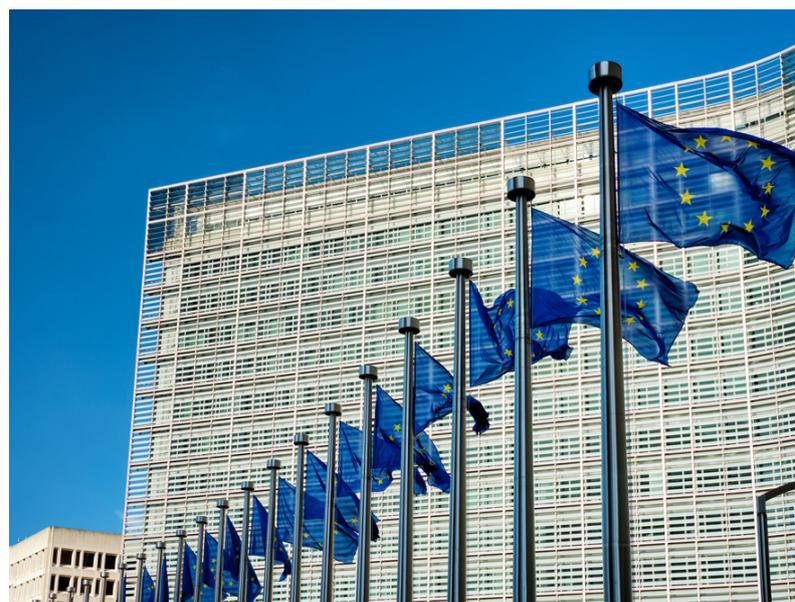
This limitation affects non-resident hauliers much more than hauliers established in Denmark as non-resident hauliers do not have an operating centre situated in Denmark and are therefore in need of parking space along motorways in order to comply with their obligations under Regulation 561/2006. This applies specifically to reduced weekly rest periods (between 35 and 45 hours) which indeed may lawfully be taken in the vehicle.

Therefore, the restrictions on parking, in combination with the strict EU rules on rest peri-

ods (Articles 4, 6 and 8 of Regulation (EC) No 561/2006) make it difficult for non-resident hauliers to provide international transport services and cabotage operations. This amounts to an unjustified restriction of the freedom to provide services as set out in Articles 1, 8 and 9 of Regulation (EC) No 1072/2009.

Even if the explanation provided by the Danish authorities for the restriction was considered to be in the general interest (notably the objectives of 'ensuring orderly conditions at rest areas' or 'addressing unlawful and hazardous parking'), the restriction would need to be appropriate and necessary in relation to the objectives. This is not the case here, as such objectives could be reached by other means, without causing similar adverse effects.

The matter was addressed in an exchange of letters between the Danish authorities and the Commission, and followed up with a letter of formal notice to Denmark and a reply thereto, as well as a reasoned opinion and a reply thereto. Despite the exchange of views, the situation has not been remedied.



More Information:

https://ec.europa.eu/commission/presscorner/detail/en/inf_21_2743

ALARMING RESEARCH ABOUT TRUCK DRIVER EXHAUSTION

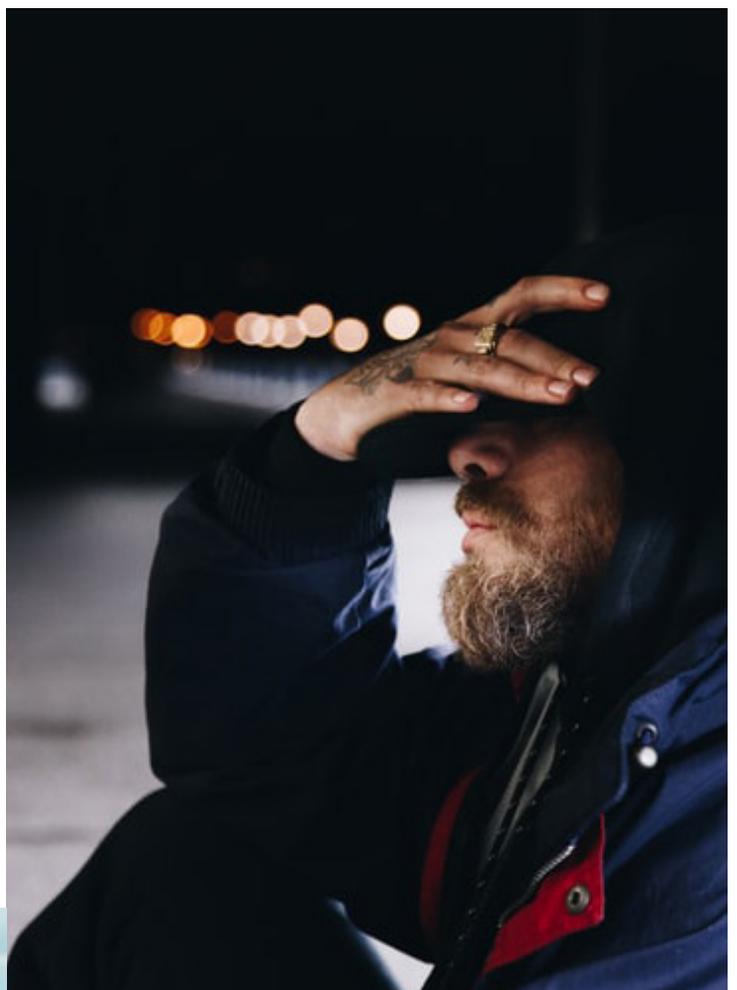
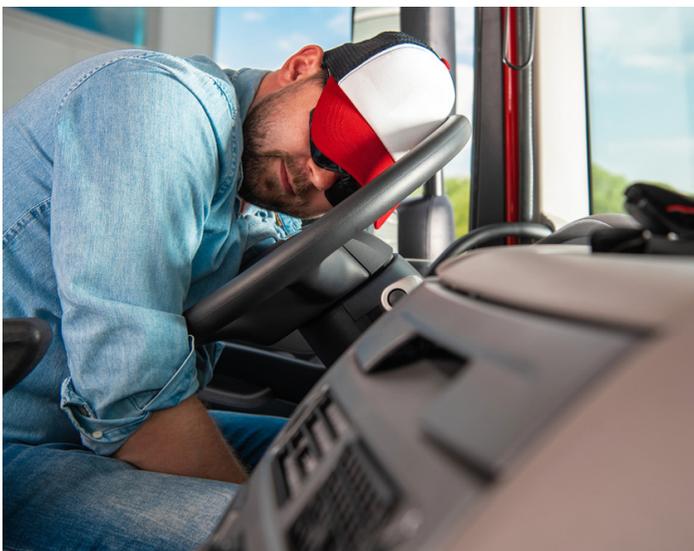
The following article was translated directly from the June 3rd article published on the website Transport Online: <https://www.transport-online.nl/site/127607/vermoedheid-bij-vrachtwagenchauffeurs-resultaten-onderzoek-alarmerend/>

On June 3rd, 2021, the trade union European Transport Workers Federation (ETF) presented the first European study on fatigue of truck and bus drivers. The results of the study show that 60 percent of drivers are tired while driving.

As a member of the transport committee and negotiator for drivers' driving and rest times, Vera Tax, Member of the European Parliament, reacts to the study: "The results of the study are alarming to say the least: More than a quarter of drivers on our roads sometimes fall asleep behind the wheel, which not only endangers the well-being of the driver, but also leads to more accidents."

Poor working conditions are the cause of structural fatigue, according to the study: Among other things, long and unpredictable working hours, insufficient breaks, and also the lack of air conditioning or heating in the cabin. Tax says: "Member States must ensure that drivers rest on time, especially now that this group has come under even higher work pressure due to the corona crisis. They have a crucial function of transporting vaccines for everyone's health, while their own health is not even considered. "

Trucks are involved in 25 percent of all fatal road accidents on European roads. Tax comments: "So measures must now be taken to tackle the problem of fatigue and poor working conditions: better enforcement and, for example, a mandatory air conditioning and heating mode in the truck cabin throughout Europe. Fortunately, this obligation for new trucks has been arranged in the Netherlands thanks to the new CLA, but for me this means continuing to work throughout the EU. For the well-being of all drivers, but also for the road safety of all of us."



ESPOG would like to highlight the importance of safe and secure parking areas in Europe, especially those certified through the EU-Parking Standard. SSTPAs can provide drivers the necessary services to ensure they can get the rest they need and prevent the poor working conditions and fatigue referred to in the study. We encourage everyone within the logistics industry to work to provide better conditions for the well-being of drivers and in turn, the well-being of the industry as a whole.

ESPORG NEWS

In a well-researched article the German national publication Die Welt summarizes the combined issues of the driver shortage coupled with the effects of the COVID-19 Pandemic:

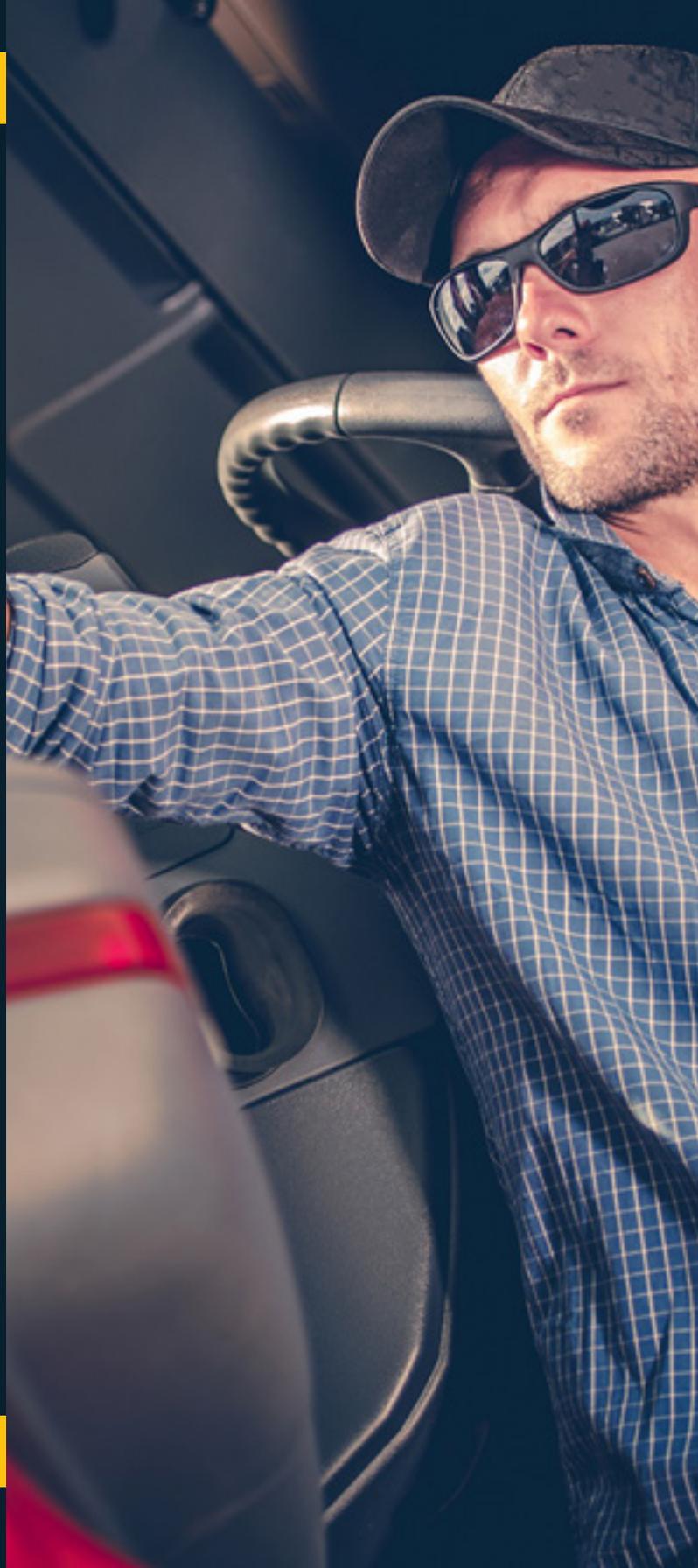
- Based on IRU data, there will be a lack of 185.000 truck drivers in Germany alone by 2027;
- The Union BGL is quoted by stating that in Germany alone 30,000 drivers retire every year, with only 15,000 new drivers earning their driving licenses;
- Die Welt points out the low attractiveness of the truck driver profession, with long periods away from their families and relatively modest remuneration for Western standards;
- Career changes of truck drivers during the Pandemic accentuate the already existing shortage;
- Key sectors such as foods and beverages are affected heavily;
- Increasing competition for drivers, especially on social media.

Source: <https://www.welt.de/wirtschaft/article231761025/Drohender-Versorgungskollaps-Es-fehlen-bis-zu-60-000-Lkw-Fahrer.html>

Enjoy your summer !

INTRANSIT will be taking a break from publishing during the months of July and August. We wish all of you a wonderful summer and looking forward to bringing out a new edition for you in September!

OUR MEMBERS



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the European Secure Parking Organisation.
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