

ESPORG WORKSHOP

1. **ESPORG - shaping the future of truck parking in EU**

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2. **Projects related to Safe and Secure Parking Areas**

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SHAPING THE FUTURE OF TRUCK PARKING IN EU



ESPORG

**The European Safe & Secure Parking Organisation,
established in 2010**

- ▶ more than 120 SSPAs members across EU

Our activities:

- ▶ **Advocacy** at EU - National - Local level
- ▶ **Support** members, stakeholders and authorities
- ▶ **EC studies** on truck parking needs and standards
- ▶ **EU funding** assistance: CEF&AFIF expertise

**YOUR PARTNER FOR SAFE, SECURE, SUSTAINABLE
AND CONNECTED TRUCK PARKING AREAS**

NETWORKING

SUSTAINABILITY

ADVOCACY & POLICY

SECURITY

EXPERTISE

ESPORG

SERVICE

CONNECTIVITY

EU-PARKING STANDARD

WELLBEING

SSPAS - THE NEW SERVICES HUB FOR THE FUTURE



ESPORG projects

*Wellbeing - Green parking - EU access
point*

Military Mobility

KEY SOLUTIONS

Migrants - MAC
scanners

Wellbeing campaign

Study - Military
Mobility

WELLBEING CAMPAIGN



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Social challenges

Drivers Shortage

- 600,000 drivers needed in EU today
- Projected to **1.3 million** by 2030

☐ Parking Deficit

- Shortage of **400,000** secure parking spots
- **4,100** certified SSPAs required on the TEN-T network by 2040

SSPAs SOLUTION to driver shortage

- Create **better working** and resting conditions,
- Allow drivers spend the **rest times** on dedicated safe and secure parking
- **Attract & retain** drivers

ESPORG WELLBEING Campaign

supported by the EC to raise awareness about the human side of logistics



SIGN THE WELLBEING PLEDGE!
FOR A BETTER TOMORROW

wellbeingpledge.eu

GREEN TRUCK PARKING

SSPAs – Key Enabler for Energy Transition:

- ▶ 90% of EV truck charging will take place in SSPAs
- ▶ Slow charging (8–10 hours) – drivers' needs

SSPAs ensure drivers' social conditions during long charging periods



EU ACCESS POINT

Truck Parking Data Platform & App for Drivers

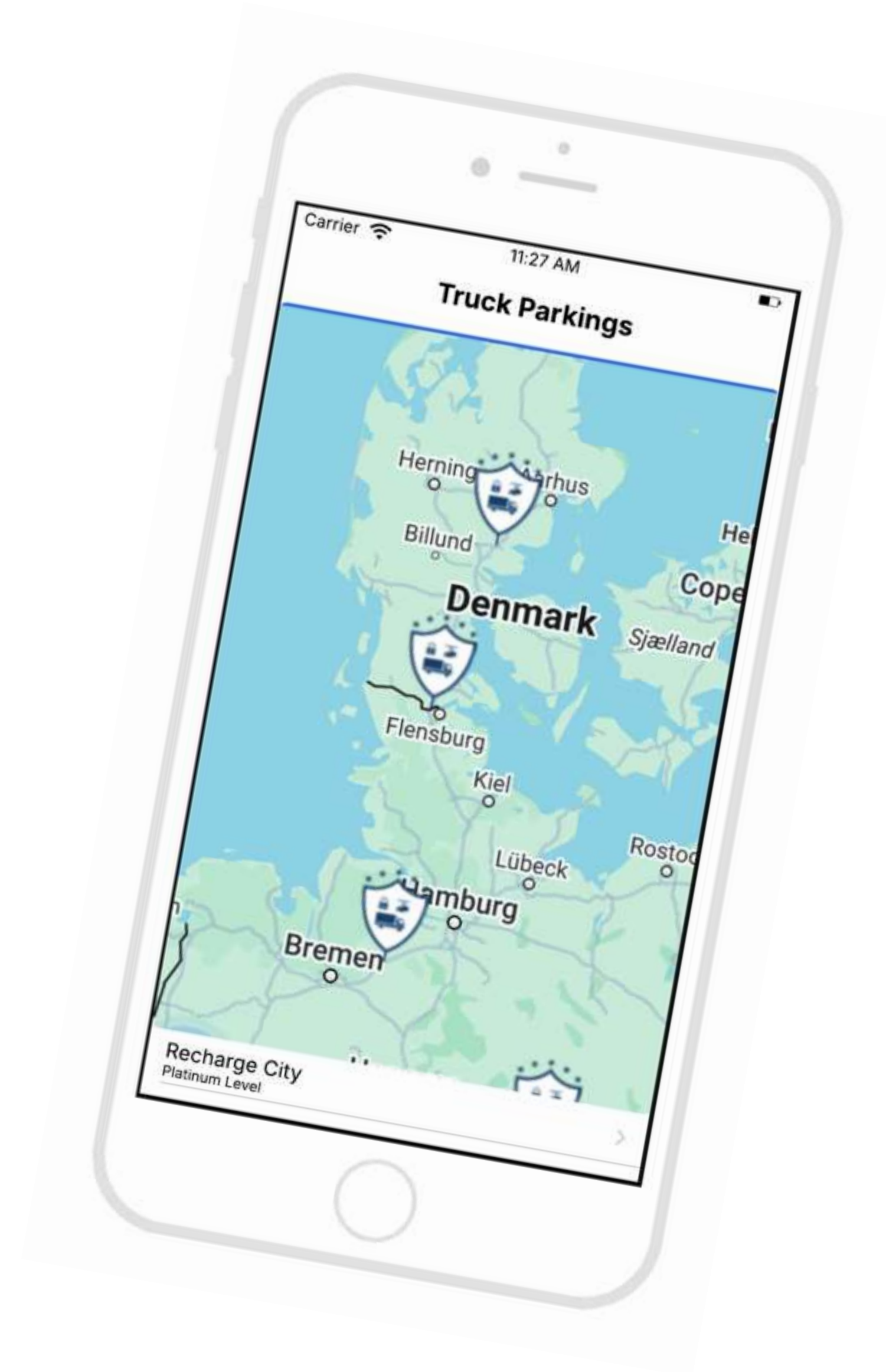
KEY FUNCTIONS

- **Reliable information** - SSPAs, rest areas, service stations
- **Book & Pay**
- **Rating of SSPAs**, rest areas, service stations

Connected SSPAs help supply chain to optimize freight transport



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MIGRANTS – MAC SCANNERS

SSPAs facilities with a higher security level - needed to prevent the risk of illegal migrant boarding

Schengen Area

- **Illegal Entry Attempts (Annual Average):**
 - ♂ □ 270,000 individuals tried to enter **illegally**

United Kingdom

- **Illegal Entry Attempts in 2024:**
 - ♂ □ 10,000 individuals attempted
 - ✓ **5,000** succeeded

MAC Scanner Project

Prevent human trafficking & make truck parking areas more secure

Mac Scanners: Detect the number of devices in a vehicle and alert if the count changes



MILITARY MOBILITY

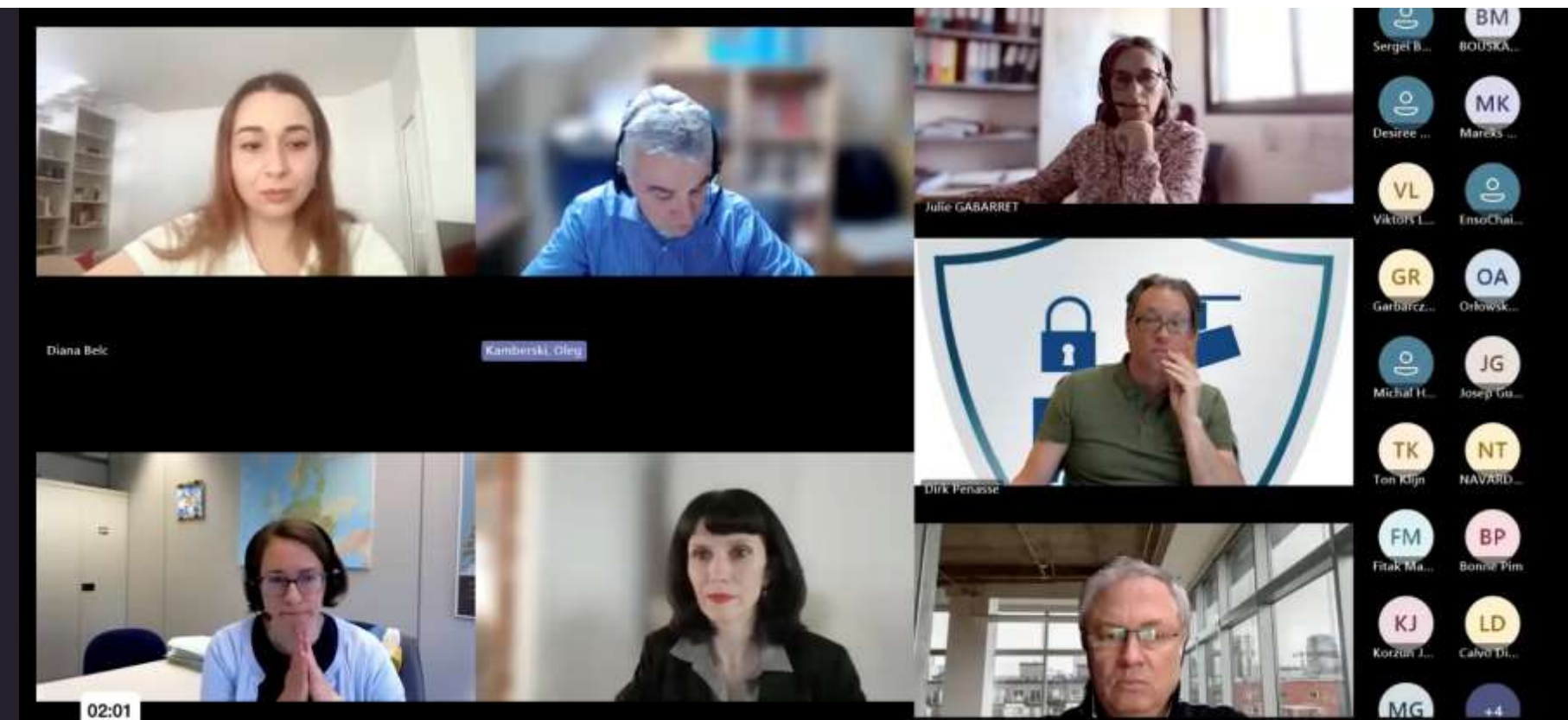


SSPAs can significantly contribute to the safe, secure and coordinated military mobility

- ▶ Dual -use infrastructure planning
- ▶ Study – military mobility > SSPAs on strategic corridors for EU Member States
- ▶ ESPORG-EC-NATO workshop on military mobility

SSPAs at the heart of resilience and safe and efficient military mobility

2025-05-15 07:57 UTC



BE PART OF ESPORG COMMUNITY!



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Join ESPORG in shaping the future of truck parking in Europe!

- ▶ Workshops & events
- ▶ Working groups
- ▶ Training programmes

Contact us:

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www.esporg.eu





CEF BRATISLAVA 2025 INFORMATION DAY
2 JUNE 2025

2. PROJECTS RELATED TO SAFE AND SECURE PARKING AREAS

PRESENTATION



- I. Practical examples of CEF project implementations in the field of safe and secure parking areas
- II. ITS and PMS requirements related to safe and secure parking projects under the CEF programme
- III. Practical aspects related to the implementation of Delegated Regulation 1012/2022 from an operator's point of view
- IV. Initial ideas for parking areas within a military mobility context



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I. PRACTICAL EXAMPLES OF CEF PROJECT IMPLEMENTATIONS IN THE FIELD OF SAFE AND SECURE PARKING AREAS

SELECTED EXAMPLES



- ▶ Denmark: Recharge City Project
- ▶ Spain: Basque country highway parking
- ▶ Italy: Pass4Core project series
- ▶ Hungary and Romania: Cross-border project with 4 parking areas
- ▶ Greece: Network of on-motorway parking areas
- ▶ Bulgaria: Multi-site national project

SUCCESS FACTORS



- ▶ Maturity – detailed design and permits ready before applying
- ▶ Choosing the suitable security and service levels (appropriate feasibility study)
- ▶ Strategy on how the parking area is included in the Global Project (“puzzle pieces”)
- ▶ Budgeting – full budget analysis, including cashflow planning
- ▶ Cooperation with authorities (avoiding “not in my backyard”)
- ▶ Understanding Delegated Regulation 1012/2022 - training management and staff early on and implementing procedures
- ▶ Early dissemination and marketing efforts

COMMON ISSUES IN THE PROJECT IMPLEMENTATION



- ▶ Insufficient own resources
- ▶ Delays in construction and permitting
- ▶ Budget was overoptimistic
- ▶ Tendering not carried out correctly (private operators)
- ▶ Lack of understanding of the Delegated Regulation 1012/2022
- ▶ Specifications in Grant Agreement inadequate
- ▶ Not relying on experts for tendering and engineering supervision
- ▶ Buying from incompatible or unexperienced suppliers (e.g. PMS issues)



II. ITS AND PMS REQUIREMENTS RELATED TO SAFE AND SECURE PARKING PROJECTS UNDER THE CEF PROGRAMME

ITS REQUIREMENTS



- ▶ Static data availability – combination with the mandatory certification effort recommended
- ▶ Dynamic data: Measuring occupancy through PMS system
- ▶ Data transmission: need of coordination with public and private stakeholders, preparing for transmission to the NAP
- ▶ Data handling and storage according to GDPR
- ▶ Data beyond the mandatory requirements of Delegated Regulation 1012/2022 – opportunities

PMS REQUIREMENTS



- ▶ Parking Management Systems mainly capture data from:
 - Entry and exit (ticketing, LPR, visual cameras)
 - Identification and verification of driver/co-driver (depending on the level)
 - Perimeter camera data
- ▶ PMS can also process data from:
 - Booking platforms (discussion on “how to”)
 - Payment systems (tolls, fuel cards, payment cards)
- ▶ Challenge: using a PMS system that integrates hardware and software solution seamlessly and caters for flexible API integration

III. PRACTICAL ASPECTS RELATED TO THE IMPLEMENTATION OF DELEGATED REGULATION 1012/2022 FROM AN OPERATOR'S POINT OF VIEW

SITE SELECTION



- ▶ Geospatial analysis
 - Inter alia using the recent EU study C1/SER/2023-138
 - Recent traffic flow data on location (frequency, type, origin-destination)
- ▶ Focus group analysis
 - Driver typology
 - Transport company typology
- ▶ Assessing the site's ability to cater for SSPAs (proximity to motorway entry/exit, capacity to accommodate e-trucks, nearby services)
- ▶ Obtaining local support (city hall, chamber of commerce, law enforcement)

BUSINESS CASE



- ▶ *Tour d'Europe* mandatory to understand the parking typology
- ▶ Security level selection based on cargo type, local security assessment, brand image
- ▶ Cost benefit analysis based on parking as a stand-alone and cross-selling (modelling the 2 options)
- ▶ Financial mix between equity, bank loans and public funding
- ▶ Challenge: Most operators are SMEs (i.e. limited cashflow, limited access to finance, limited experience with construction projects in terms of CAPEX and OPEX control)

WELLBEING OF TRUCK DRIVERS



- ▶ Catering for drivers needs, including occupational health and safety, mental health and a feeling of “home away from home”
- ▶ Challenge: unmanned or lesser staffed parking areas
- ▶ Providing a suitable service offer, even on “lower security level” rest and parking areas
- ▶ Turning driver wellbeing into a marketing tool for the parking area
- ▶ Wellbeing pledge for drivers

PREPARING OPERATION LAUNCH



- ▶ Ensuring compliance with certification requirements (suggestion: EU Parking Academy and pre-audit with the selected certification body early on)
- ▶ Introducing and maintaining procedures in accordance with Annex I of the Delegated Regulation 1012/2022
- ▶ Involving service providers nearby (optional certification elements following the *Manual for Operators* from the Study MOVE/C1/2017-500)
- ▶ Dissemination and marketing efforts needed (occupancy rule of thumb 30/50/70 year on year)



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IV. INITIAL IDEAS FOR PARKING AREAS WITHIN A MILITARY MOBILITY CONTEXT

MILITARY MOBILITY ON SSPAs



- ▶ Dual use capacity of SSPAs
- ▶ Criteria and requirements for military use
- ▶ Brownfield vs. greenfield options
- ▶ Transport corridors on which such SSPAs make sense
- ▶ Collaboration with EU and NATO

USEFUL LINKS



- ▶ <https://eu-study.eu>
- ▶ <https://eu-parkings.eu>
- ▶ <https://courses.parkingacademy.eu>
- ▶ https://eur-lex.europa.eu/eli/reg_del/2022/1012/oj/eng
- ▶ <https://wellbeingpledge.eu>
- ▶ <https://www.intransitmagazine.eu>

**THANK YOU FOR
YOUR INTEREST**



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