



Transfrigoroute International

The Inter-Professional Organisation Serving Temperature-Controlled Transport and Logistics

TI Position Paper on Safe and Secure Parking Areas

Transfrigoroute International (TI), the specialist independent umbrella association for the temperature-controlled road transport, welcomes the Commission's consultation on the provision of information and reservation services for safe and secure parking places for trucks and commercial vehicles under the ITS Directive 2010/40/EU. There is indeed an appalling lack of fully equipped and secure parking areas in Europe, and in this regard every means to enhance a rational utilisation of these should be highly encouraged.

However, this can only be a first step in the right direction: parking spaces will have to be better equipped to ensure that these are suitable for the special needs of temperature-controlled transport, and the number of parking spaces will have to be increased as it does not appear to be feasible to solve the parking spaces problem through the unique use of intelligent transport systems (ITS).

As such, TI does support the Commission's initiative as an important first step, but believes that an increase in both quality and quantity of safe and secure parking areas, which are adapted to the needs of the temperature-controlled transport, will ultimately be inevitable. Hence, TI strongly supports the European Parliament in its [resolution](#) on the Roadmap to a Single European Transport Area: it is necessary to increase the amount of secure parking areas by 40% until 2020 while improving the hygienic standards of these areas (compared with 2010 levels).

Better information will help enhancing the situation regarding parking spaces

TI supports the Commission's initiative – it is indeed a very good starting point to make sure that drivers and goods stay safe in case of an overnight stay on a public resting area. From the experience of our members, we can confirm that missing information on available parking areas is indeed a major problem for transporters when driving on highways, but also when they arrive in large urban centres or in their surroundings.

However, although this is a first step in the right direction, this will be insufficient to address some real challenges by transporters. For instance, truck drivers are oftentimes not allowed to park their truck along loading stations or industrial areas as there is a lack of infrastructure making this possible. Furthermore, the use of ITS will not be sufficient to make sure that parking spaces are adequately equipped for long-distance temperature-controlled road transport.

More and better parking spaces are necessary, too...

Although one can say that better information can help solving many problems, there are instances where this will not be sufficient. This is especially true in urban centres and especially on parking lots close to country boundaries and industrial areas. Transporters are often confronted to a lack of parking spaces which forces them to either carry on driving until they found a parking space, thereby emitting further CO₂, or to find other, "suboptimal" ways of parking.



Transfrigoroute International

The Inter-Professional Organisation Serving Temperature-Controlled Transport and Logistics

Furthermore, an increase of parking spaces also appears to be inevitable to ensure that drivers can respect the necessary driving times restrictions while being in good conditions. Indeed, the regulations regarding driving/resting times or the ban of track circulation on Sundays and holidays do have a large impact on the demand for parking spaces.

Hence, TI strongly supports the call which was formulated by the European Parliament in its [resolution](#) of 15 December 2011 on the Roadmap to a Single European Transport Area: it is necessary to increase the amount of secure parking areas by 40% until 2020 while improving the hygienic standards of these areas (compared with 2010 levels).

To enhance the quality of parking areas and to create genuinely better parking areas, it will not only be necessary to enhance the hygiene standards, but also to ensure that parking areas are safe, secure, and equipped for an energy-efficient use of temperature-controlled vehicles.

Indeed, there have been many instances where there have been robberies of the loads of trucks, especially when these are of a high value. In other instances, trucks have been victims of vandalism. These elements are being reported from TI members across Europe and show the general lack of secure parking areas. As such, it will become necessary to ensure better safety standards, as these acts of thievery and vandalism lead to important economic losses.

Furthermore, the specificities of the temperature-controlled transport sector lead to special needs. It is for instance necessary to make sure that the cooling engines work throughout the nights when the truck is stationed. This in turn makes it necessary for these areas to be furnished with the appropriate electric equipment and infrastructure so that our refrigerated vehicles can continue to work overnight in a more energy efficient way.

About Transfrigoroute International

Founded in 1955 as a non-profit association, TI is the specialist independent umbrella association for the temperature-controlled road transport sector. TI comprises 18 national member associations in Europe and North Africa and unites some 1,500 members involved in temperature-controlled logistics and the transportation of foodstuffs by road tanker vehicles. TI is open to both haulage companies which transport foodstuffs or perishable goods using insulated/refrigerated vehicles, as well as manufacturers of commercial vehicles, trailers, vehicle bodies, refrigerating equipment, and accessories, as well as technical testing organizations.

The social responsibility borne by the temperature controlled transport industry by far exceeds the proportion of the total EU fleet size, estimated to be approximately 10% compared to other transport activities. **Our sector plays a vital role in ensuring the continuation of the cold chain for perishable foodstuffs by assuming the legal obligations under the General Food Law for the public health and safety of all 500 million EU consumers.**