

CTM/G100934/PKR

Geneva, 5 November 2010

IRU POSITION ON TRUCK PARKING AREA (TPA) LOCATION, STANDARDS AND ASSESSMENT

*adopted unanimously by the IRU Goods Transport Council in Geneva
on 4 November 2010*

IRU Position on truck parking area location, standards and assessment as well as their practical implementation in the future.

I. ANALYSIS

The conditions for drivers and their vehicles to park in safe, secure and comfortable parking areas should be significantly improved everywhere the truck goes.

The main reasons for this demand by the road freight transport industry are the following:

- A significant lack of parking areas and / or parking slots, even along major international highways / motorways;
- A lack of systematic reporting and visible information on the location of TPAs;
- The frequently insufficient quality of available parking areas from the point of view of safety, security and comfort;
- The growing phenomenon of crime on the roads and in parking areas to the detriment of transport, trade and human well-being;
- The stringent social rules governing driving and rest times subject to intensive penalisation in case of infringement.

Therefore, the IRU and its Members

- support any action aimed at improving the situation, in particular whenever the purpose is to improve road safety and transport security;
- have developed a well-functioning and sophisticated information platform, the IRU/ITF TRANSPark TPA location, registration and search web instrument;
- have worked with other partners on defining TPA criteria;
- have contacted and will continue to contact national and international governmental bodies responsible for reporting the location and the creation of safe, secure and comfortable parking areas to face their responsibilities.
- consider that, simultaneously with but ideally subsequent to a significant increase of the number of available TPAs in EU and non-EU countries alike, safety, security and comfort requirements for parking areas should be expressed in well-determined, progressive but realistic standards.

IRU
P
O
S
I
T
I
O
N

- take note that while the European Commission’s SETPOS project has developed a relatively simple set of parking standards, but only for high security TPAs, the follow-up project, LABEL, developed a sophisticated, multi-grade labelling system whereby security and comfort/services levels are classified into five grades and it seems to recommend the introduction of a complex certification mechanism by professional certifying bodies at regular intervals.

II. IRU POSITION

The road freight transport industry’s view on truck parking area location, standardisation and self assessment, as well as subsequent voluntary evaluation (for example by auditing and/or certification) is the following:

1. Truck parking area location quality and security standards and related assessment / evaluation have a meaning, a rationale and chances for a sustainable implementation simultaneously with a significant increase of the *number of available truck parking areas* in EU and non-EU countries alike; authorities should face their responsibilities in this respect, including providing precise information on the location of secure TPAs;
2. *Labelling requirements* for truck parking areas should be realistic, simple and transparent, corresponding to the real needs of road freight transport operators and their clients. In this sense
 - (a) The description and structure of the LABEL standards is complex. The number of criteria and grades for both the security and comfort / services’ requirements should be reduced and/or the criteria better explained;
 - (b) The “low-level” requirements (for security and comfort / services) should be redefined in a way that a large number of parking areas could meet these more basic requirements. This emanates from the fact that a truck parking in a lower quality parking area is still better than a truck parking on the roadside;
 - (c) Any legislation, including the planned Council (EU) Resolution “on secured parking areas for trucks” should specify in particular these basic security and comfort / services’ requirements for TPAs, and, in addition, make it an obligation for governments to build and operate, if possible in PPP forms, such parking areas in sufficient quantities.
3. The creation of *one* simple European TPA self-assessment as well as evaluation system should ideally be achieved, but no mandatory TPA certification should be imposed;
4. The IRU and its Members, on a fully voluntary basis, declare their willingness to introduce and maintain such a location and standardised system e.g. in the framework of the *existing* TRANSPark TPA registration and search web *platform* (<http://www.iru.org/index/transpark-app>).
5. It should be kept in mind that TPA labelling might lead, as a *negative side effect*, to increasing parking costs, exaggerated requirements from shippers and / or insurance companies (without lowering insurance premiums) on which parking area to use, as well as risky transport liability cases.

These potential burdens should be avoided if possible but certainly shared and kept within limits carried jointly by authorities, shippers, transport companies, insurers, TPA operators and other players; one solution would be to ensure that “lower-level” TPAs offer free-of-charge parking services for the users;

6. *Results of individual TPA location and certification* should be published for the drivers by means of Intelligent Transport Systems (ITS), like, for example, on smart-phones, navigation systems, electronically powered signposts along roads, or via web platforms like TRANSPark, etc., the internet also being the most suitable communication tool for TPA slot pre-booking and other TPA related services.

III. ACTION

The IRU and its interested Member Associations will, as soon as possible and in cooperation with the International Transport Forum (ITF), develop web tools and a mechanism to manage the truck parking area location labelling and assessment system at international and national levels in order to meet the industry's voluntary initiative taken to implement the EU LABEL Project outputs.

* * * * *