



Subject: More safe and secure truck parking areas needed on entire TEN-T Network

The International Road Transport Union (IRU), the European Secure Parking Organisation (ESPORG) and the European Transport Workers' Federation (ETF) urge the European Parliament and Council's negotiators to agree on realistic and firm deadlines for building safe and secure truck parking areas (SSTPAs) on the core and comprehensive network of the Trans-European Transport Network (TEN-T).

The issue

Truck drivers are missing about 100,000 parking spaces, which makes many of them sleep in improper and unsafe conditions every day, while doing their job to move the EU economy. Moreover, very few parking areas are certified as safe and secure and have adequate facilities.

This should be seen in the context of the chronic driver shortage that our sector is facing. The commercial road transport sector currently lacks about 500,000 professional drivers. Consequently, improving working conditions, including with a proper network of SSTPAs, is vital for the retention and attraction of professional truck drivers.

In addition to the social aspect, SSTPAs are also ideal locations where electric heavy-duty vehicles can recharge in a secure environment and could thus play an important role in achieving the decarbonisation objectives set out in the European Green Deal and Fit for 55 Package.

The revision of the TEN-T Regulation has clear synergies with the recently adopted Alternative Fuels Infrastructure Regulation (AFIR). AFIR sets the requirement to have at least two publicly accessible electric recharging stations in each SSTPA by the end of 2027, increasing to four by the end of 2030. However, it will not be possible to adequately roll out such infrastructure without sufficient SSTPAs.

The solution

As a needed solution, we greatly appreciate the European Parliament's approach to set SSTPAs on the core network every 100km as of 2030 and on the comprehensive network as of 2040. This anticipated by 10 years the deadlines proposed by the European Commission, in line with the sector's urgency. However, the Council's general approach significantly decreased the European Commission's legitimate ambition to establish a full network of SSTPAs across the European Union by a vague commitment to make "all possible efforts" for the development of SSTPAs.

Ahead of the trilogue meeting on 14 November, we call on the EU negotiators *to facilitate the creation of a full network of SSTPAs on the core, extended core, and comprehensive network by adopting the European Parliament's position, which should become part of Articles 29 and 30 of the final text.*

We count on your support for the completion of a safe and reliable road infrastructure network to facilitate the daily mobility of goods, and to fulfil our joint responsibility of ensuring adequate working conditions for transport professionals.



Raluca Marian, Director EU Advocacy and General Delegate, IRU Permanent Delegation to the EU

ABOUT IRU

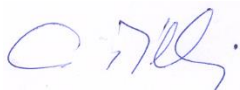
IRU is the world road transport organisation, promoting economic growth, prosperity, and safety through the sustainable mobility of people and goods. Founded in 1948, IRU has members and activities in over 100 countries. www.iru.org



Dirk Penasse, General Manager, ESPORG

ABOUT ESPORG

Founded in 2010, ESPORG is the association of secure truck parking areas in Europe with members in over 20 Member States. ESPORG promotes safe, secure, and connected truck parking areas. ESPORG stands for good social and resting conditions for drivers as well as cargo crime prevention on truck parkings. www.esporq.eu



Cristina Tilling, Head of Land Transport, ETF

ABOUT ETF

The European Transport Workers' Federation represents over 5 million transport workers from more than 200 transport unions across Europe, from the European Union, the European Economic Area, and Central and Eastern Europe, in over 30 countries. www.etf-europe.org