

Need for safe and secure truck parking areas

Truck parking conference - LABEL

Brussels, 25 – 26 October 2010



The need! (I)

Need to comply with Regulation (EC) No 561/2006!!!

- *The regulation provides the possibility to extend driving time in case professional drivers fail to find a suitable place to rest (Article 12); BUT, the latter is intended as an exception, not as a rule! (IRU – ETF Joint Criteria for Rest Facilities);*

Need for safety and security of driver and freight – the problem of vehicle crime and violence against drivers

- *The lack of frequent secure rest facilities impacts on the quality of rest of professional drivers – they are forced to interrupt their daily rest (night time) in order to patrol the lorry area; quality of rest is of key importance for road safety! (interviews with lorry drivers carried out by trade unions);*
- *Vehicle crime and assaults on lorry drivers are on the raise (IRU – ETF Joint Criteria for Rest Facilities);*



The need! (II)

***Need for improved frequency and quality of rest facilities rest
=> prerequisite for improved occupational health and safety
for professional drivers***

- ***Sufficient*** rest facilities / to allow lorry drivers comply with the driving and rest time rules;
- ***Accessible*** rest facilities / to allow lorry drivers access to basic services (access to hot meals, sanitary facilities, laundry, emergency contact points – fire brigade, medical, police); separate access to parking and rest areas for lorries;
- ***Affordable*** rest facilities / to allow lorry drivers to easily use these services;
- ***Secure*** rest facilities / to improve quality of rest time for lorry drivers; to prevent vehicle crime;



What we have at present (I)

*In practice / a critical deficit of parking areas and rest facilities of
<<<any figures?>>>*

EC policy and legislation:

- ***Directive 2008/96/EC*** – recognises the importance of sufficient safe parking areas (Recital 17); new road infrastructure projects will have to include sufficient number of parking areas (**BUT!** it only applies to new road infrastructure projects) (Annex I); compulsory road safety audits will verify the characteristics of the parking areas (Annex II);
- ***The revision of the ‘Eurovignette’ directive*** – a missed opportunity to reinvest in road transport, road safety and implicitly the working conditions in the sector (no provision re revenues covering the deficit of rest facilities);



What we have at present (II)

EC policy and legislation – The Road Safety Action Plan 2011 – 2020 (policy orientations)

- *A step back from the previous road safety action plan;*
- *Is this an articulate 10-year strategy to ensure road safety when commercial road transport is not amongst top priorities (the only emphasise is on training of professional drivers);*
- *A missed opportunity to confirm at policy level that rest facilities are for the safety on European roads;*



The unions' view!

SETPOS and LABEL are good initiatives;

What we need now is:

- *An European approach on parking areas and rest facilities to overarch the less coordinated efforts and initiatives by individual Member States;*
- *Thus, we need EU policy, legal and financial instruments to push ahead the improvement of rest facilities (Eurovignette, Road Safety Action Plan 2011 - 2020, the future White Paper of Transport);*
- *These policy and instruments should foster SUFFICIENT and SAFE REST FACILITIES;*
- *The IRU – ETF Joint criteria for rest facilities should be widely taken on board!*



Thank you for your attention!

