

Safe & Secure Truck Parking

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Content

- **EU Secure Truck Parking Standard**
- **Current status of Secure Parking in the EU**
- **Gaps between truck parking demand and supply**

Transport in the EU: Key Facts

- **10 million people**, employed in EU-27 transport sector, 5.3% of the total workforce.
- **Around 50%** work in road transport.
- **50% of tonnes inland freight** shipped by road transport, **3/4 of the tonne kilometres**.
- **1/3 of this is transnational**.
- **7.4% of total passenger kms** across the EU by buses and coaches.
- Drivers need to **take their mandatory rest** ... and the transport volume is **growing!**



Timeline of studies & actions

Timeline of activities

- Organised Theft of Commercial Vehicles and Their Loads in the EU **(2007)**
- Feasibility of organizing a network of secured parking areas for road transport operators on the Trans-European Road Network **(2007)**
- Secure European Truck Parking Operational Services **(2007-2009)**

Study on Safe and Secure Parking Places for Trucks **(2019)**

Restart of EU policy efforts on this topic after a relatively quiet period **(2010–2016)**. Set the basis for:

- Connecting Europe Facility (CEF) funding calls for secure parking **(2021-2027)**
- Delegated Regulation (EU) 2022/1012 establishing formal SSTPA standard

- LABEL – Creating a Label for (Safe and Secure) Truck Parking Areas Along the Trans-European Road Network **(2008-2010)**

Study on Rest and Safe Parking Facilities for Professional Drivers in the EU **(2025)**



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2019 Study on Safe and Secure Parking Areas for Trucks:

**A standard for safe
and secure parking
areas for trucks**

How it was...and what was needed

- Different standards used
- Unclear for users what is promised
- Users cannot be sure if they get what is promised
- This had to be changed!

➔ Aim for one clear standard that can be checked

- Needs based
- Commonly accepted EU wide
- Standard developed with stakeholders
- Satisfying different needs of different users:
 - Includes security
 - Includes service

Social element inseparable from security part



How can you be sure about the rating?

- Standard must be auditable
- Security and service requirements shall be audited by accredited independent audit bodies
- Creating reliability and trustworthiness for:
 - The transport sector
 - Promotors: necessary conditions for investments.
- Different users need different security levels
 - Threats may vary from opportunistic, simple crime to highly organized criminal gangs that have access to the latest technologies.
 - Lower grades are important: from a safe and comfortable stay for drivers to prevention of theft and intrusion.



How are SSTPAs rated? Security/Service

- The perimeter
- The parking area
- The entry/exit
- Through staff and management procedures
- Audit to check

	BASIC LEVEL	MEDIUM ADDITIONAL TO BASIC	HIGH ADDITIONAL TO MEDIUM	VERY HIGH ADDITIONAL TO HIGH
PERIMETER	<ul style="list-style-type: none"> ■ Visual deterrent to recognize the secure parking area ■ Lighting at 15 Lux ■ Vegetation trimmed, good visibility 	<ul style="list-style-type: none"> ■ Physical deterrent to prevent unauthorised access (e.g. ditch, rocks, fence) or continuous video monitoring and recording by trained staff ■ Lighting at 20 Lux 	<ul style="list-style-type: none"> ■ > 1.8 m physical barrier (height) ■ Lighting at 25 Lux ■ CCTV covering perimeter ■ Measures to prevent unintentional damage to barriers ■ Clear zone of 1 meter between barrier and parking area 	<ul style="list-style-type: none"> ■ Add-on for physical barrier: Deterrents to climb over
PARKING AREA	<ul style="list-style-type: none"> ■ Only freight vehicles and authorized vehicles allowed as indicated by signage ■ Physical or remote surveillance checks / inspection at minimum once in 24 h ■ Lanes must be lit at 15 Lux ■ Vegetation trimmed, good visibility 	<ul style="list-style-type: none"> ■ Physical or remote surveillance checks/ inspection at minimum twice in 24 h (one at daytime, one at night) ■ If pedestrian lanes exist, they must be lit at 15 Lux 	<ul style="list-style-type: none"> ■ Onsite or remote staff contact can be contacted 24/7 ■ Marked vehicle and pedestrian lanes 	<ul style="list-style-type: none"> ■ Site manned or video-controlled 24/7
ENTRY / EXIT	<ul style="list-style-type: none"> ■ Lighting at 25 Lux ■ CCTV (good image quality) 	<ul style="list-style-type: none"> ■ Barriers ■ CCTV (records of entering vehicles) 	<ul style="list-style-type: none"> ■ Barrier with under-climbing and over-climbing protection ■ Intrusion prevention/detection, e.g. turnstile for pedestrians ■ License plate recognition 	<ul style="list-style-type: none"> ■ Gates must be installed ■ License plate must match ticket ■ Real time monitoring of entry/exit, including pedestrian entry/exit ■ If there is a gatehouse, it must be able to withstand an external attack (door closed)
STAFF PROCEDURES	<ul style="list-style-type: none"> ■ Fix unauthorized vehicles so that they cannot drive away or ■ Removal of unauthorized vehicles if legally permitted ■ Risk Assessment Plan in place 	<ul style="list-style-type: none"> ■ Staff trained by an accredited training provider is available 24/7 onsite or in a control centre ■ Appointment of formally responsible person for staff procedures in case of incidents ■ Documented staff training once a year in view of incident prevention ■ Incident and crime reporting to staff and police must be enabled 	<ul style="list-style-type: none"> ■ All security staff must be certified guards under national/European legislation ■ The formally responsible person for staff procedures will schedule compliance checks, communication, recertification ■ A technical user manual must be used ■ Alarm response procedures ■ The parking area management system should be prepared for DATEX II data transfer ■ Business Continuity Plan in place 	<ul style="list-style-type: none"> ■ Any remote staff also trained/certified ■ Staff has personal communication system ■ Security training of site manager ■ Measures against power failure ■ Local risk assessment once a year ■ Pre-booking available. If the pre-booking is offered via an app or similar systems, data transmission must be real time.





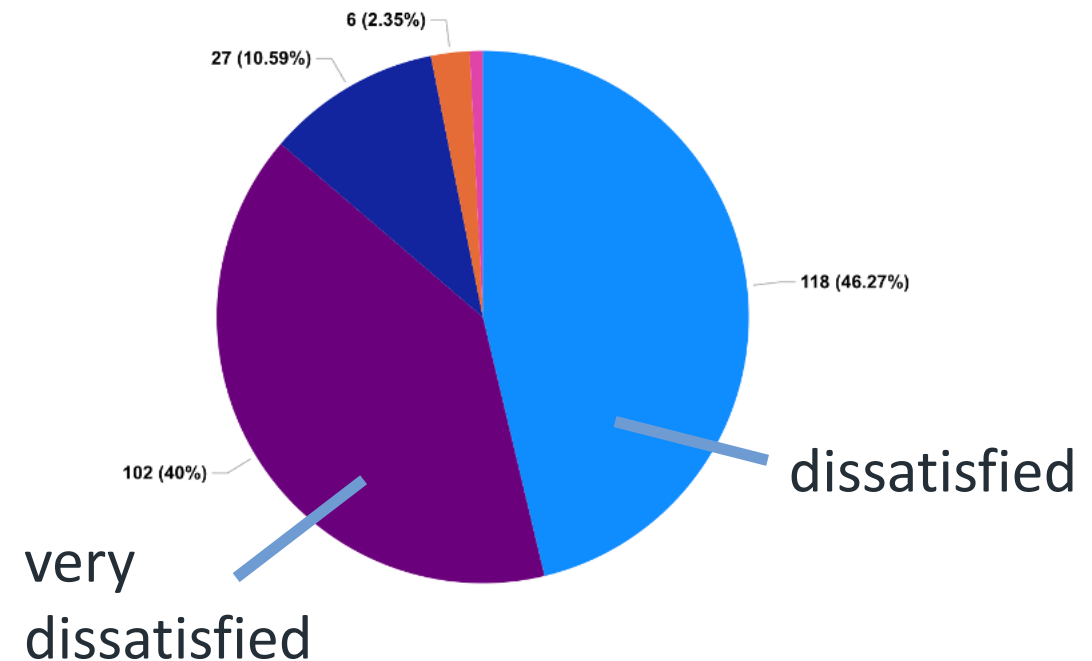
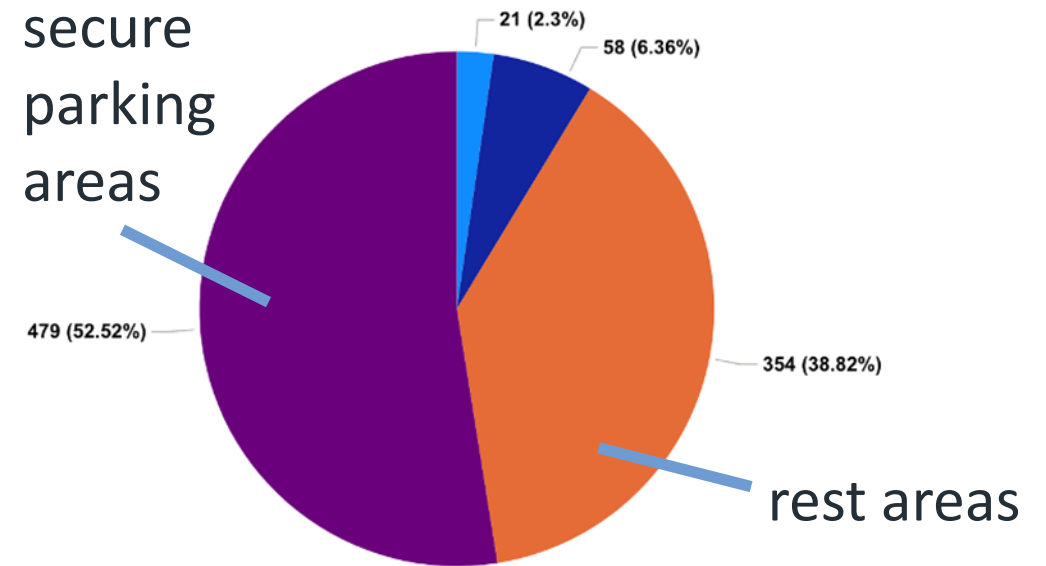
Study on rest facilities (2025)

What stakeholders say: current issues, future needs

Mapping demand and supply

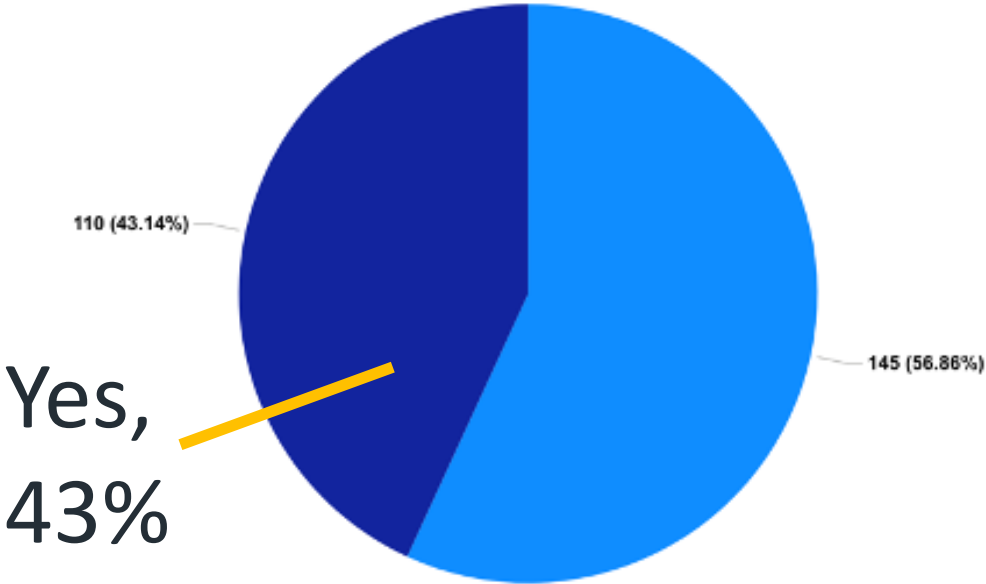
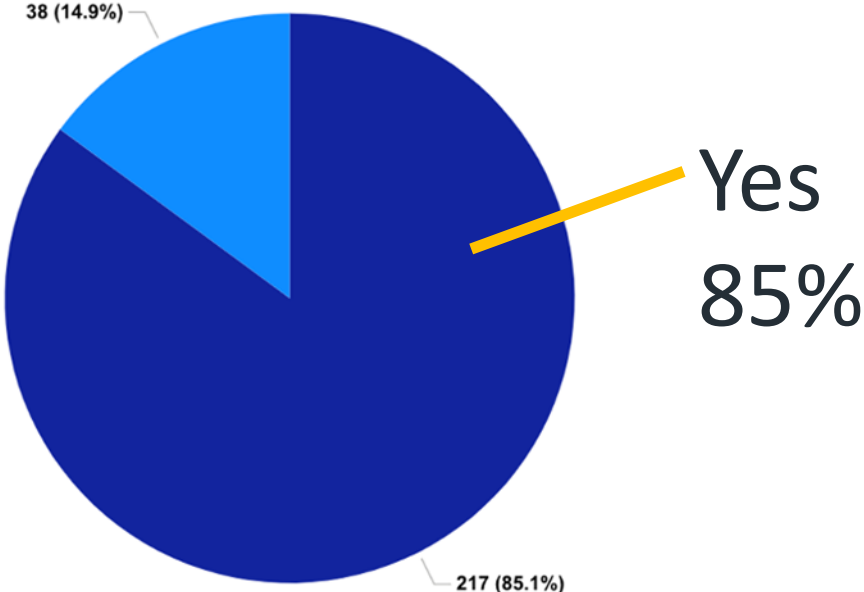
Stakeholder feedback

- What are **most needed types** of parking in the EU according to vehicle drivers
- What are transport operators **satisfaction levels** with current public parking facilities in the EU



Stakeholder feedback

- Transport operators: did you experience theft or vandalism on unsecure parking areas?
- Transport operators: did you experience theft or vandalism on secure parking areas?



Stakeholder feedback

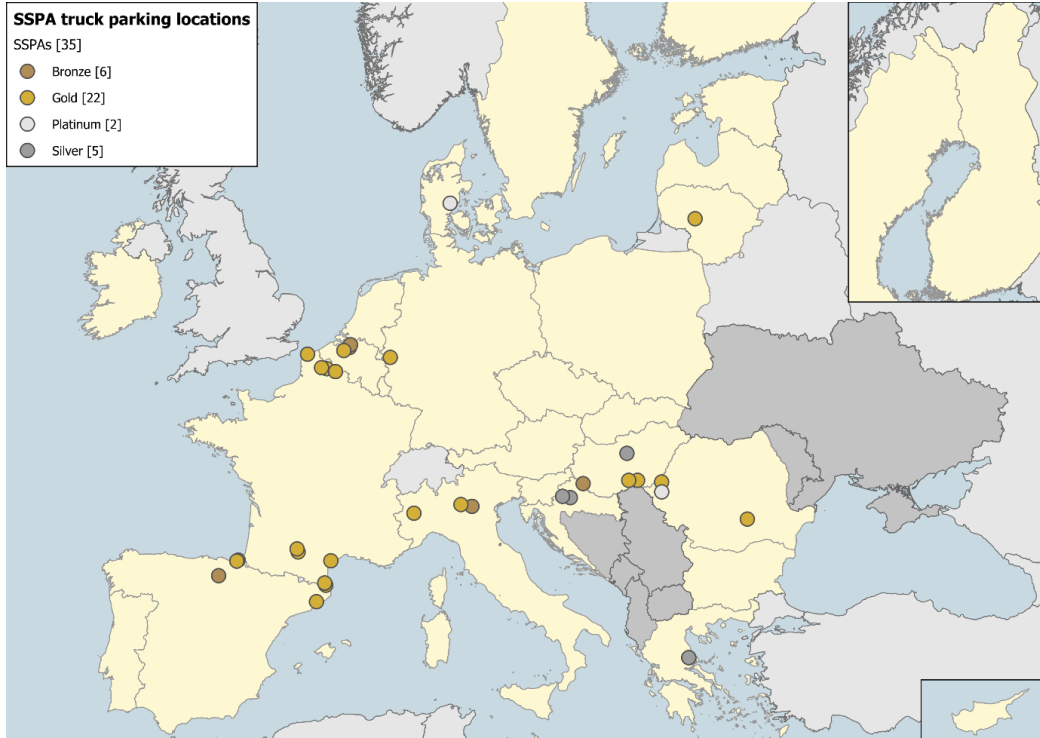
- **HGV parking:** Operators and drivers state the number of adequate secure parking facilities across Europe is insufficient.
- **SSPA must-haves:** Safety, cleanliness, comfort, better parking data
- **Wellbeing & Training:** Most operators lack adequate wellbeing programs and security training for drivers.
- **Tailored business models:** SSPA success depends on local conditions for financial sustainability.
- **Beyond parking alone:** SSPAs should function as service hubs, integrating logistics, driver needs, and sustainability goals.
- **Cost-Effective Security:** Non-certified sites can implement key security measures like lighting, deterrents, surveillance, and restricted access.



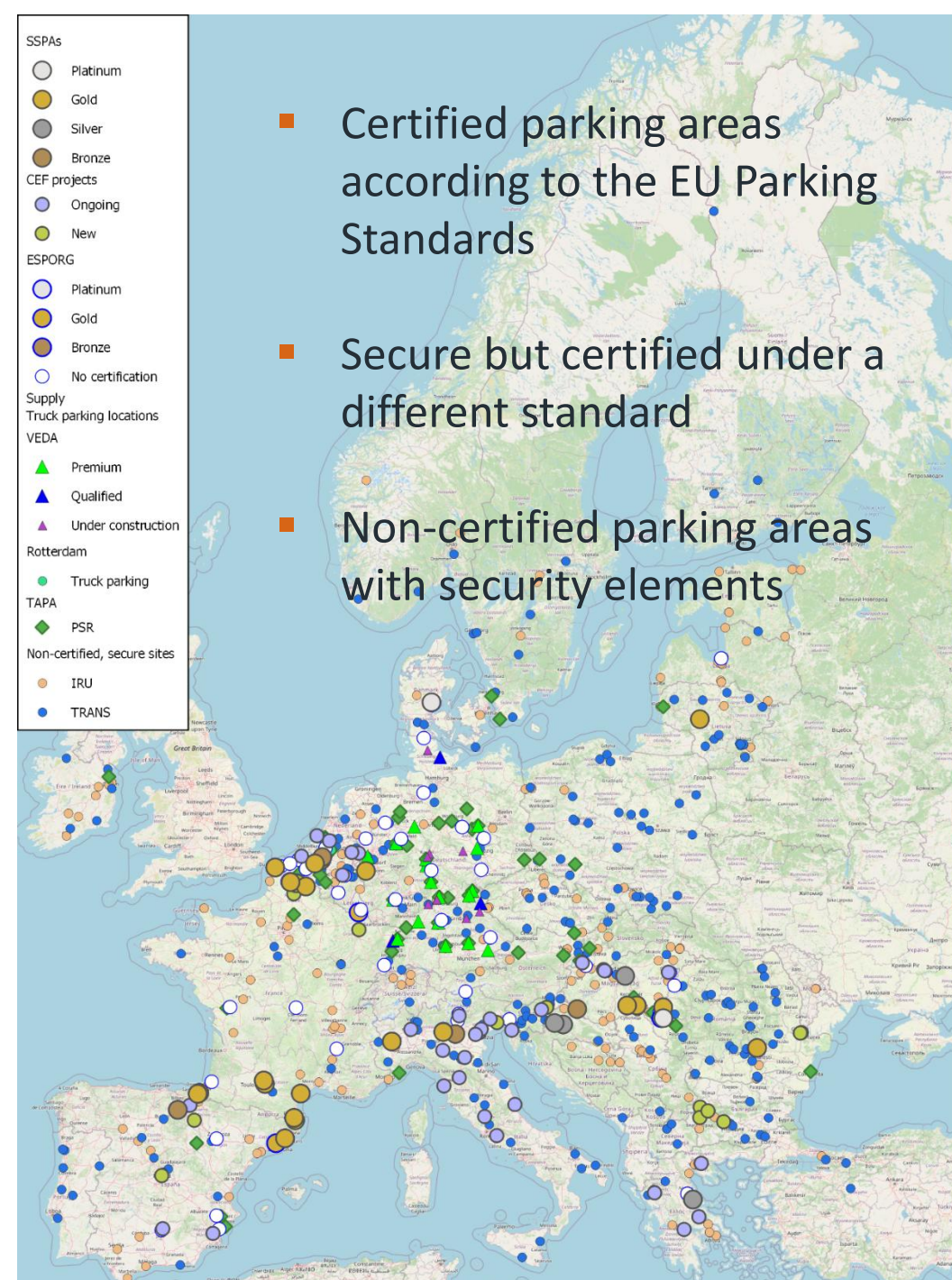
**Mapping parking
demand & supply**

**Overnight stay
options for drivers**

Parking locations

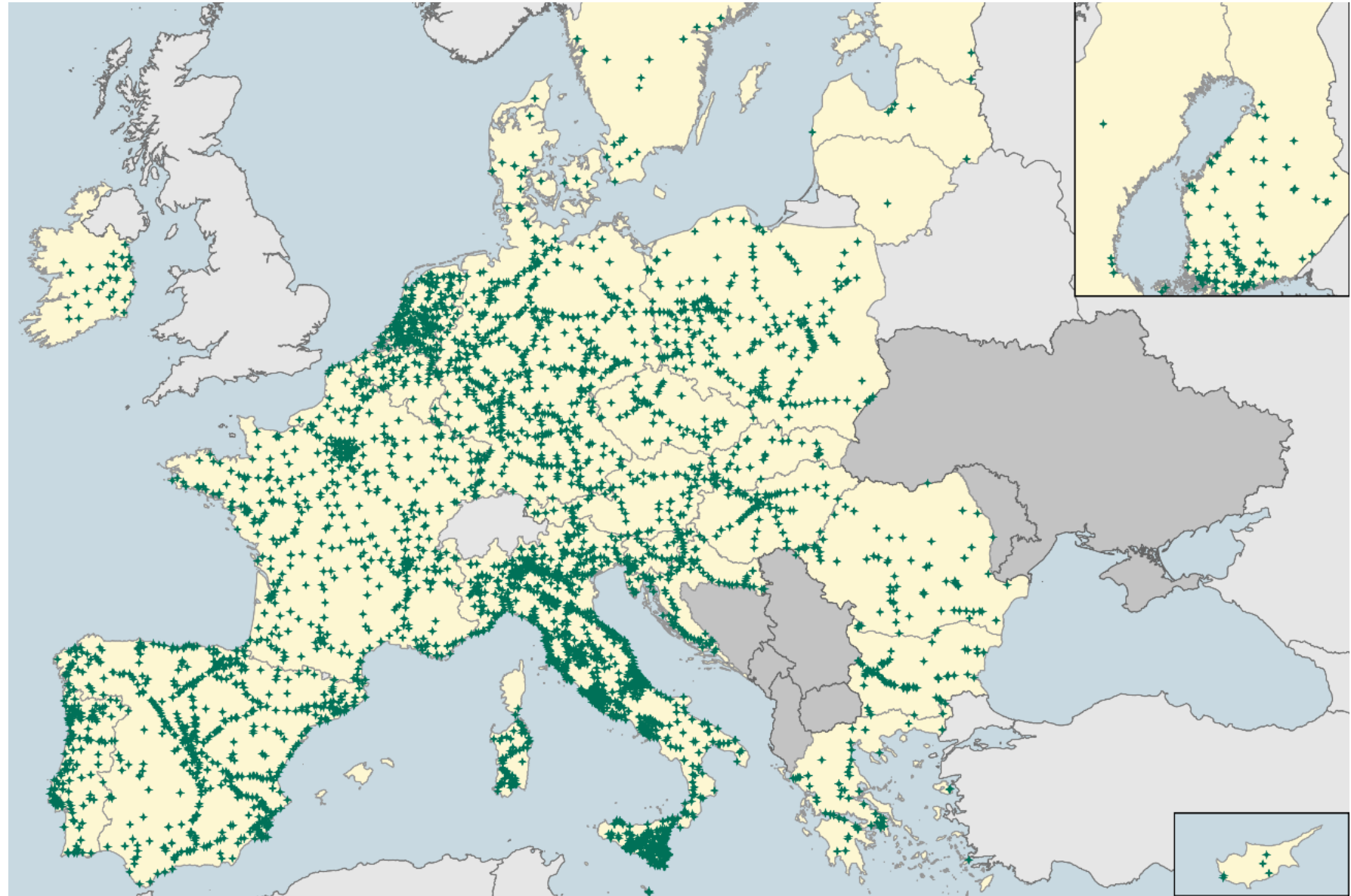


- In the current situation, the supply of SSPAs is limited and unevenly distributed across the EU.



Parking locations

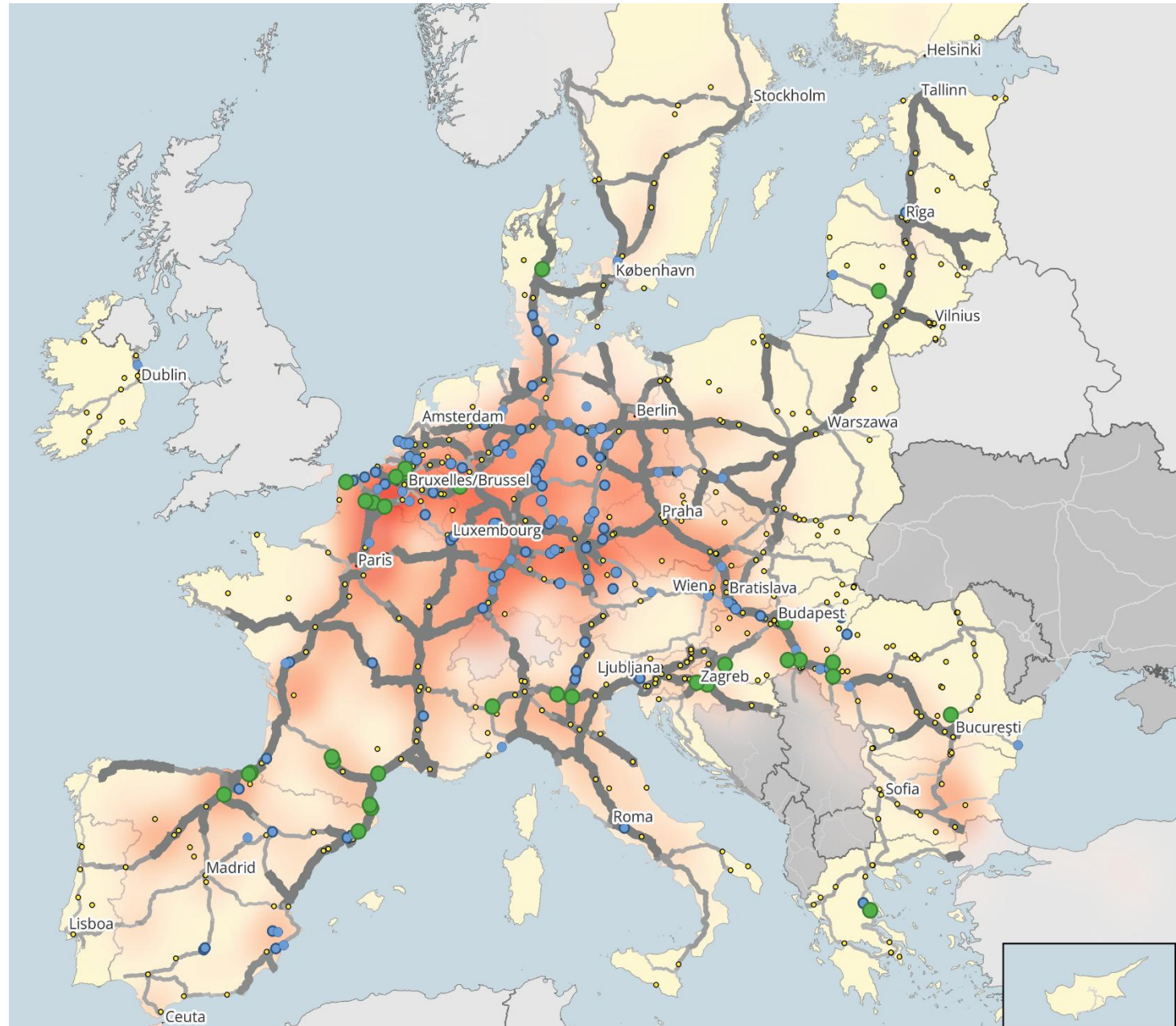
- All Parking areas, including both secure and non-secure sites



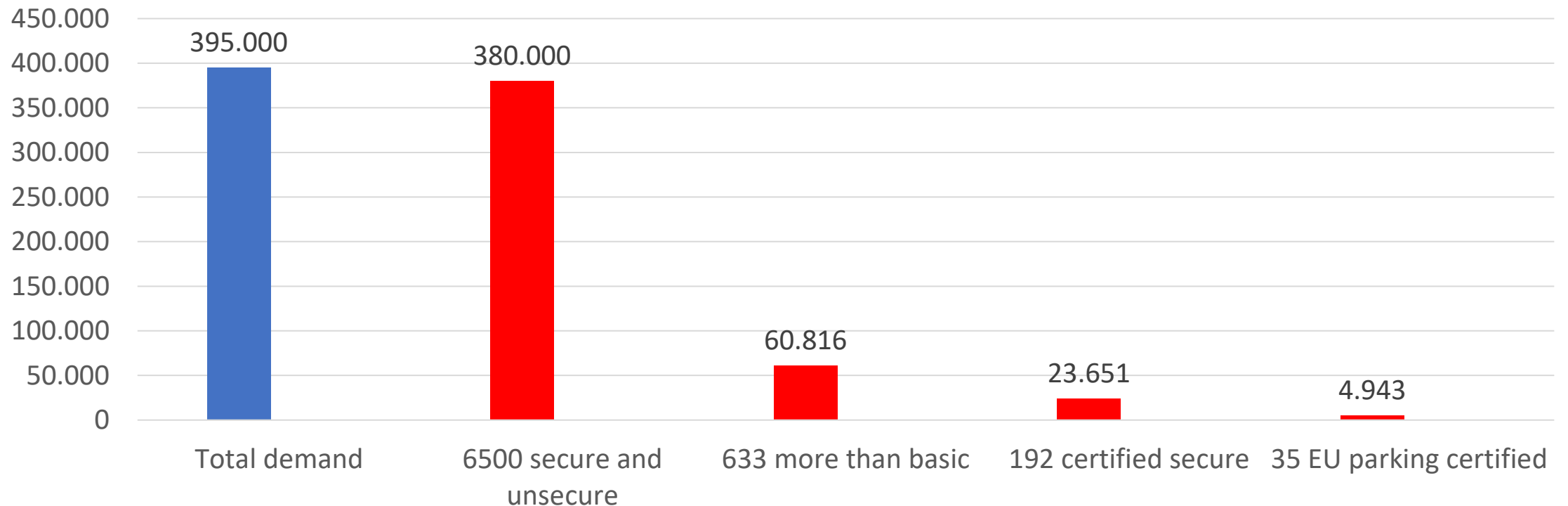
Demand for parking – 2022

- Demand for truck parking based on O/D road freight flows across Europe;
- Followed the 2019 Study methodology to get an updated base situation for our analysis;
- Freight flows on the network have been assigned using the NEAC model;

Parking demand 395,000
(HGVs/night)



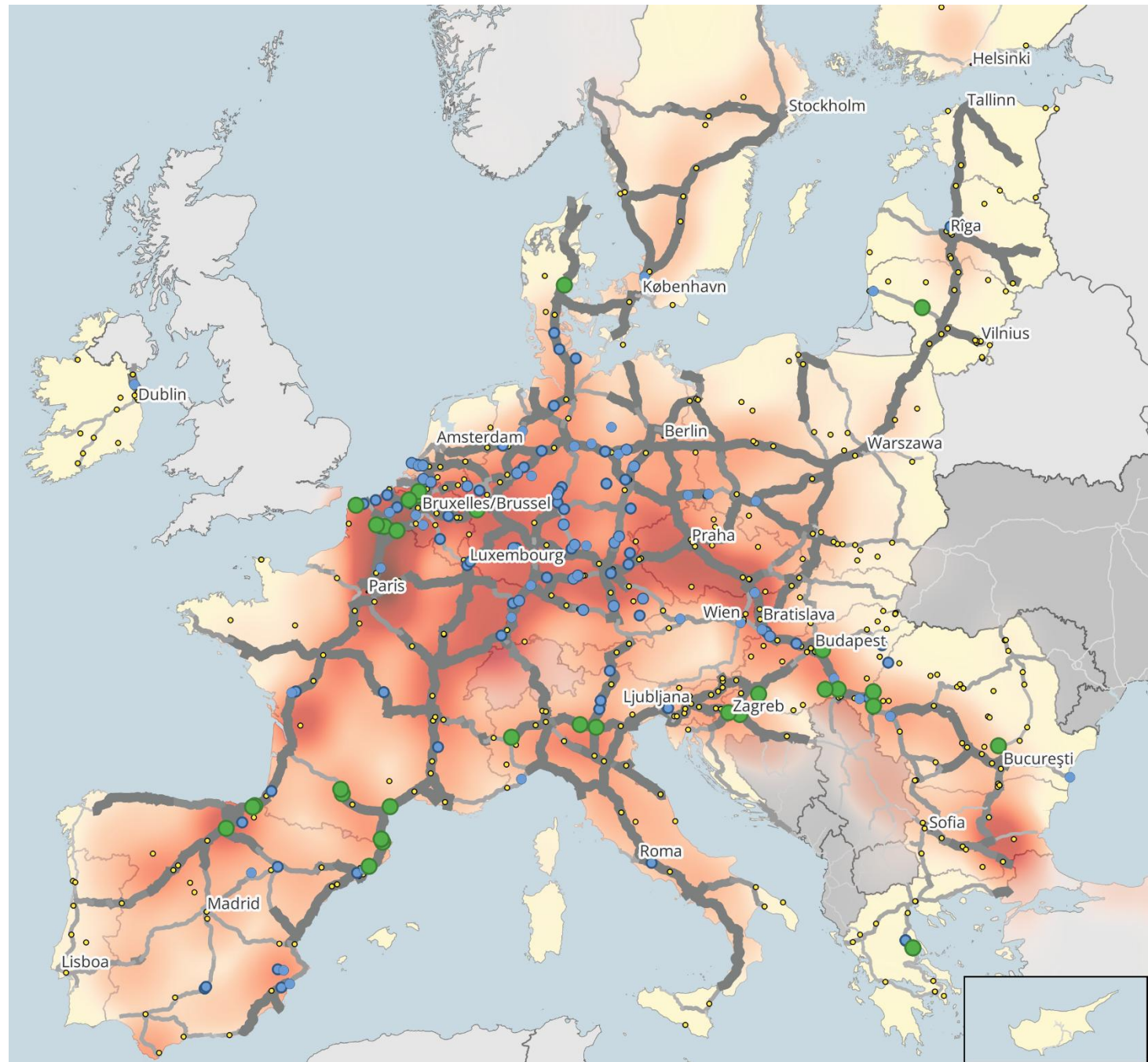
2022 Estimated overnight parking demand/supply EU 27 - Long distance trips - HGVs/night



Demand for parking – 2040

- Based on forecasts EU Reference Scenario 2020;
- Increases in demand.

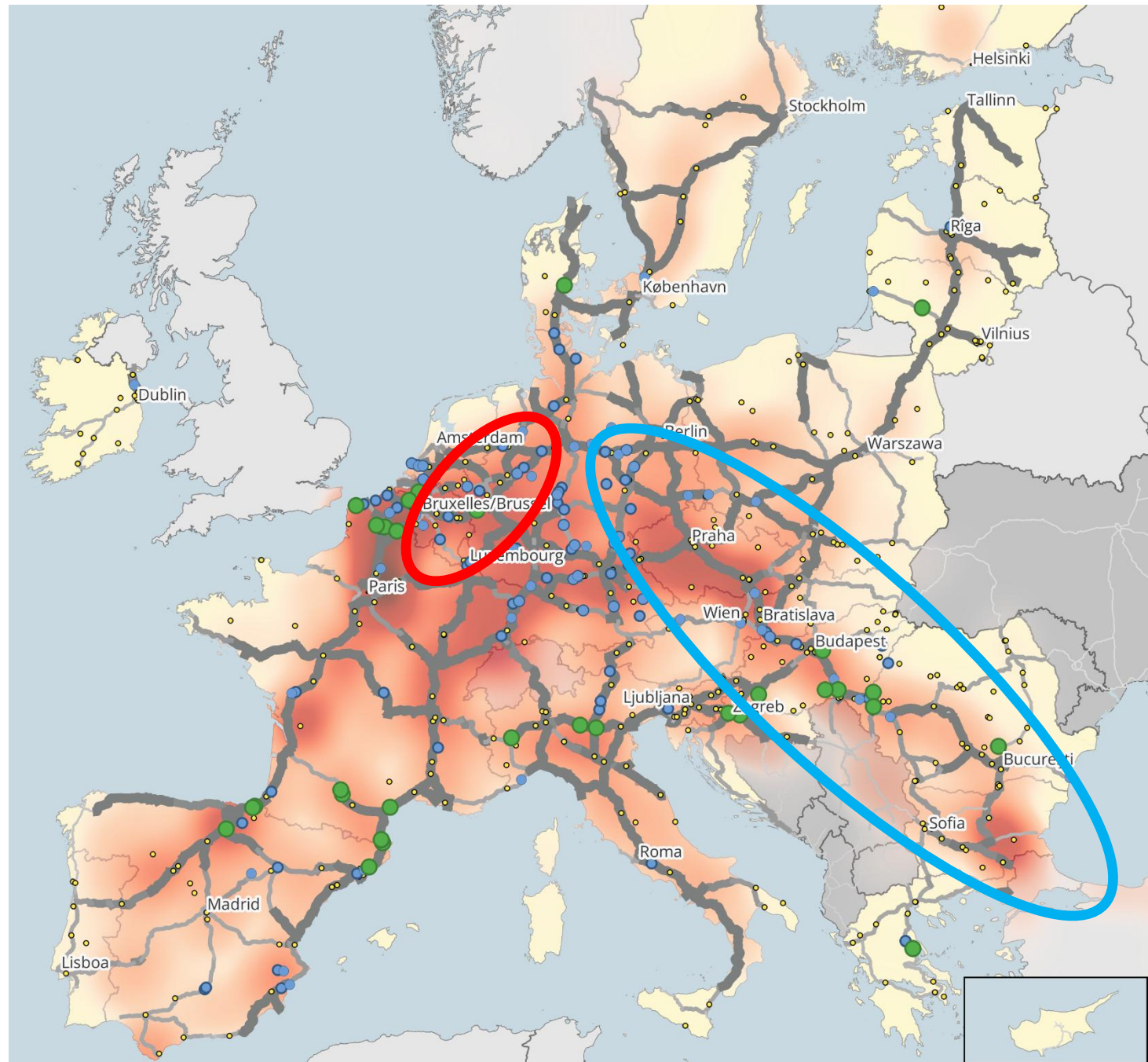
Parking demand 507,000
(HGVs/night)



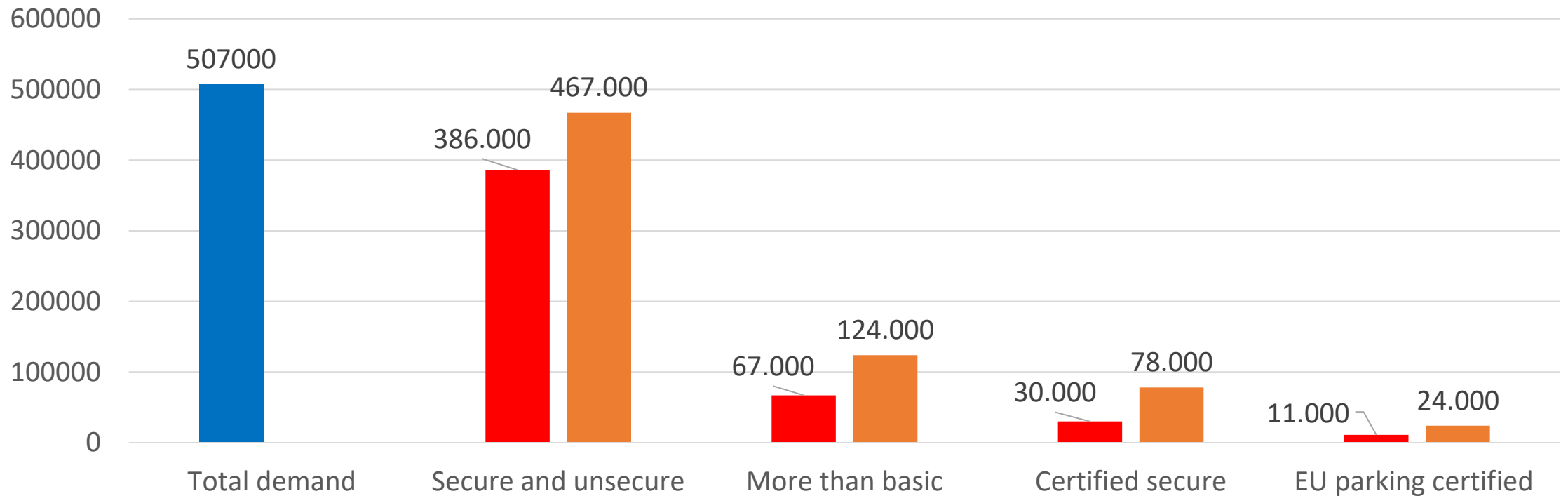
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2040 Estimated overnight parking demand/supply EU 27 - Long distance trips - HGVs/night



Mapping parking demand and supply

- **Current SSPA Gap:** 390,057 spaces or 3,250 sites missing to meet demand.
- **2040 Projection:** SSPA Gap expected to reach 483,000 spaces or 4,025 sites.
- **Regional Impact:** Largest deficits in France, Germany, Benelux, Central Europe, Spain, and Italy.

- **Gap reduction:** Investments help but need to be combined with certification & efficiency measures.
- **Quick-Win Solution:** Certifying existing non-certified sites with security features could close part of the gap with minimal effort.
- **Focus on Bronze/Silver Levels:** The largest gap exists at lower certification levels, requiring urgent attention.
- **Crime & Data Gaps:** Limited reporting due to voluntary disclosure and concerns over negative publicity; but better data is essential for informed decisions about security.



What needs to be done?

Recommendations made:

- **Three Key Interventions for 2040:**

- Addressing the shortage of Safe and Secure Parking Areas (SSPAs).
- Enhancing SSPA connectivity (benefits: security, seamless travel, resilient...)
- Improving safety & security, driver well-being & gender-specific needs.

- **Top EU-Level Recommendations:**

1. Boost security & service levels – Implement **quick-win upgrades**.
2. Strengthen cross-border collaboration – Foster dialogue among stakeholders to develop coordinated SSPA strategies.
3. Establish an EU-wide reservation system – Provide real-time parking availability and direct communication with facility operators.

- **Coordinated Impact:**

- Coordinated EU action will help meet 2040 targets
- Mobilise investments through PPP
- Plan campaigns to certify/recognise existing areas to SSPA standards
- Initiate dialogues with relevant stakeholders for promotion of SSPA



Thank you for your attention!



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