



# Position Paper

To: ESPORG - Mr Oleg Kamberski

From: ESTA Directors

Date: November 14<sup>th</sup> , 2024

Subject: Feedback to information request regarding SSTPA  
Safe and Secure Truck Parking Area's

In response to your feedback request ESTA has formulated her position with regard to the establishment of Safe and Secure Truck Parking Area's (SSTPA) in this position paper.

## **ESTA Background**

The European Association of Abnormal Road Transport and Mobile Cranes (ESTA) is the unique European arm for national trade Associations, representing mobile crane rental- and abnormal road transport companies.

Presently, ESTA represents 28 national associations from 19 European countries and has 51 affiliated members representing the other stakeholders in our industry, such as equipment manufacturers, safety officials and national regulating authorities.

The importance of the sector we represent should not be under estimated even though the volume of vehicle movements in abnormal transport is a mere 2.5 % of all goods transport movements. Without abnormal transport no wind park, industrial installation, power station or infrastructure could be built and no construction machinery would arrive at any building site.

## **Situation outline**

Access to safe and secure parking places is of fundamental importance not only to transport operators, but also drivers. In Europe we are still confronted with insufficient number of parking facilities and therefore drivers are forced to park in non-secured zones or unsafe locations. European truck drivers also struggle with access to decent sanitary facilities and appropriate information about location equipment and facilities of existing parking areas. This situation needs to be urgently improved.

Some progress has already been achieved in the last years. The Mobility Package adopted in 2020 has confirmed, that drivers shall have access to safe and secure parking places and clarified EU-wide conditions for SSTPA certification. The recent revision of 2013 TEN-T guidelines foresees for road transport infrastructure of the core network the development of rest areas on motorways approximately every 100 km to provide appropriate parking space for commercial road users, with an appropriate level of safety and security.

However, the situation is still far from being satisfactory and it is even worse for abnormal transport operators. Due to the nature of the transports executed and the vehicles used, the abnormal transport activity is subject to an array of national regimes of transport permits which often include compulsory driving time restrictions, that lead to extended waiting time. In combination with the usual regime of driving and rest time rules that also apply, the drivers of abnormal transports are even more dependent on finding a suitable parking area at the right time than the drivers of 'normal' trucks. Even if some safe and secure parking places are available on European motorways, they are often not accessible for trucks transporting indivisible loads due to congestion or infrastructural barriers.

### **Recommendations for improvement**

Therefore, as a member of ESPORG (European Secure Parking Organisation), ESTA is advocating to make truck parking facilities in Europe better accessible for abnormal transport.

For this to happen ESTA is calling for:

- A report analysing parking capacity on European motorways accessible for abnormal road transport operators.
- Revision of eligibility criteria for projects funded by EU funds via Connecting Europe Facility, so that safe and secure parking places are adapted to the specific needs of abnormal transport:
  - Design parking infrastructure to accommodate Abnormal Transports: entry restrictions barriers / parking area / road camber and radius;
  - Organise a booking system to allow registration of abnormal transport and optimise occupancy (all abnormal transports will be able to register 24hrs in advance);
  - Design a system to designate "occupied areas" with matrix signs and physical barriers against unwanted occupation;
  - Align planning of abnormal transport parking facilities with permitted routes.
- Revision of the criteria for rating of parking places in annex 1 of COMMISSION DELEGATED REGULATION (EU) 2022/1012 to include the above criteria in the rating system.

## **Parking area design features**

Hence ESTA is calling on parking facility operators to make the following design features part of the standards detailing the level of service and security of EU safe and secure parking area's :

- ✓ The booking system used shall allow the registration of abnormal transport sizes and weights.
- ✓ reserved parking spaces with non-standard dimensions are equipped with some kind of shielding preventing unauthorised use.
- ✓ Size and layout of parking entrances shall be designed to accommodate over-width and over-height vehicles in at least one entrance.  
Minimum sizes: width 8 m. and height 6 m.
- ✓ Parking area's should each have at least three designated abnormal transport parking bays that can accommodate vehicle combinations that are 7 m. wide and up to 60 m. in length.
- ✓ Parking layout and the lane size to an abnormal transport parking bay should also accommodate these transports' widths and heights; bends and curves should be avoided as much as possible or be designed to accommodate the covered track of these vehicle combinations.
- ✓ Partitions between roads and parking bays and adjacent street furniture are preferably no higher than 50 cm and demountable

We trust our comments in this position paper will give a clearer picture of the typical hinderances the Abnormal transport companies meet when using present parking facilities.

We anticipate our comments will prompt ESPORG to consider our proposals for the improvement of Safe and Secure Truck Parking Areas in the interest of road safety and transport efficiency.

With kind regards,

Ton Klijn

**ESTA** director

