

Safe and secure parking places for trucks and commercial vehicles



Provision of ITS information
services

European Commission – DG MOVE

UNECE– 15/02/2013

Outline

1-Problem adressed

2-Findings from the Stakeholder consultation

3-Supporting Evidence and Data

- 1. Fatalities due to Offsite Parking**
- 2. Economic loss due to Theft**

4-Assessment of impacts

5-Conclusion



1-The problem addressed is to:

OPTIMIZE the use of these parkings on the Trans European Network (TERN)

Provide users (truckdrivers + Dispatchers+Transport companies) with the **RELEVANT INFORMATION**

For making **DECISION** to park on the most relevant parking.

Expected outcomes are to:

Lower the rate of dangerous parking

Minimize thefts and robberies

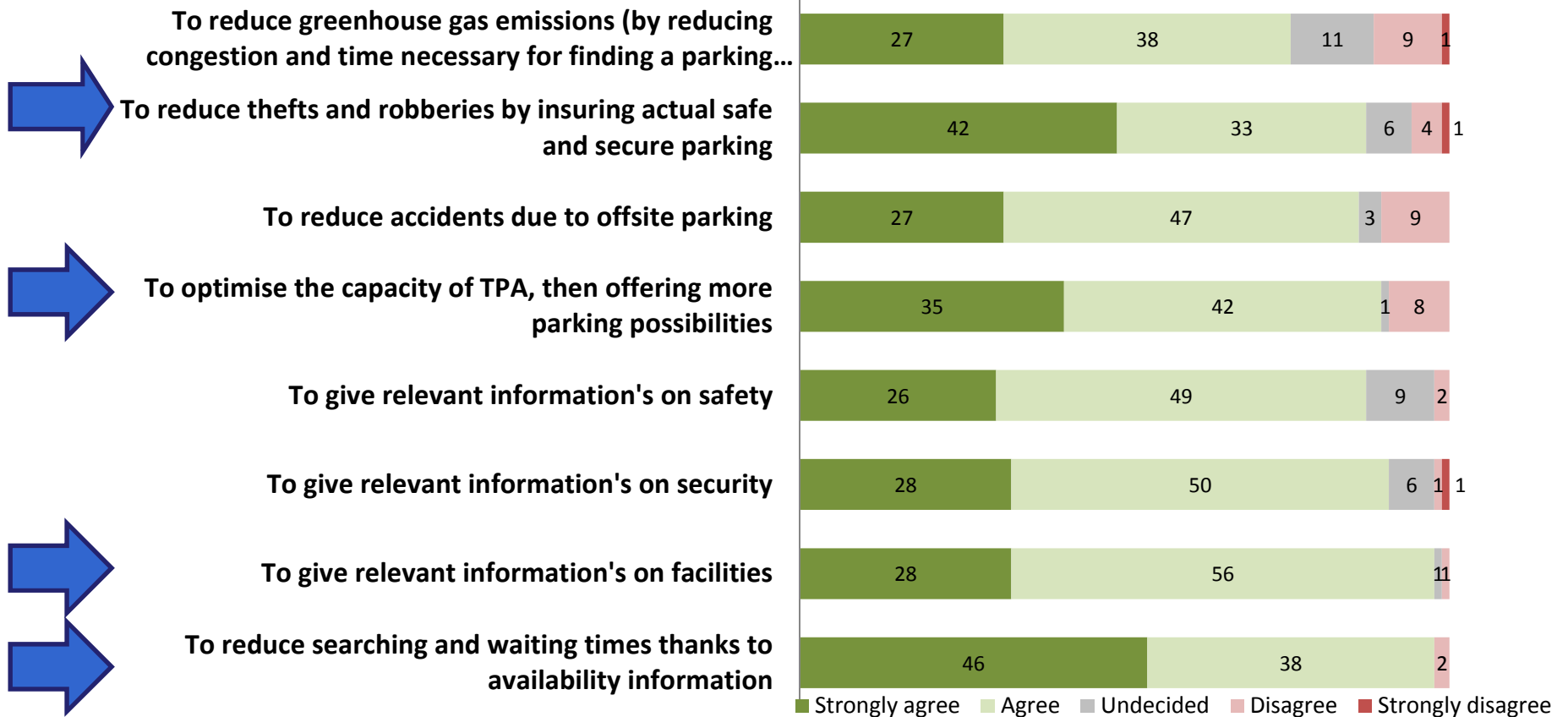
Diminish environmental impact of parking search



2-EC Consultation process 2012

- *Public consultation 86 responses*
- *Interviews with 22 stakeholders*
- *Workshop 63 participants all parties*
- *MS experts meetings*
- *Internal consultations*

2-Expectations from consultation



2-Key findings from the Stakeholder

- *Unefficient use of existing parking area's*
- *Dangerous "offsite" parking*
=> theft & accidents
- *Low willingness to pay => limited market for high security facilities*
- *Few information on parkings & slots availability*

When&where park

=> priority to rest-time regulation



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Public (association of) road authorities, public/private (association of) road operators

Parking area providers, **parking area operators** (public/private)

Unions of truck drivers

Associations of hauliers

Insurance companies

Police forces

Cargo owners

Information service providers
reservation service providers

Content and service aggregators

Navigation and fleet management solution providers

Petrol Card providers

Truck manufacturers

Parking equipment suppliers



**Shared responsibilities
(Public/private)
on information to be
collected
shared
disseminated**

Public (association of) road authorities, public/private (association of) road operators

Parking area providers, parking area operators (public/private)

Insurance companies

Added value of dynamic information indicating availability of places

Information service providers
reservation service providers

Content and service aggregators

Information solution providers

Truck manufacturers

Quality of information is key

Parking equipment suppliers

"priority zones" defined by Member states & operators

3-Supporting evidence & data

1-Fatalities due to offsite Parking

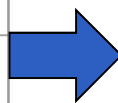
*2-Economic loss due to **theft***

3.1 European Truck Accident Causation database

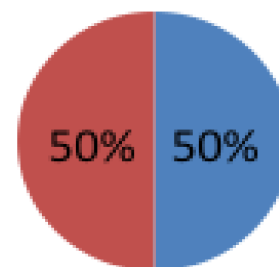
624 road accidents involving at least one HGV (2004/2006)



HI049			
The loaded trucks were waiting in a line on the industrial road in front of the factory to unload the cargo. Behind of trucks came a balanced truck which braked too late and crashed to the second lane of the line.			
Accident date & time	14/12/04 23:40	Location type	Outside urban area
Lighting conditions	Darkness with public lighting	Type of area	Industrial or business park
Weather conditions	None	# of vehicles involved	2 trucks
Scene of 1st impact	On road		
DRIVING CONDITIONS			
TRUCK	VEHICLE	TRUCK	OTHER
Truck	Trailer	Truck	Trailer
Type	BSL	BSL	BSL
Tipper	Trailer with front axle - Flashed with sides	Body type	Trailer with front axle - Tipper
BSL(m)	4020 mm	Length	8 120 mm
13 110 kg	1271 kg	Total cargo weight	7 600 mm
Bright red	Light grey	Colour	1 480 kg
No due to colour	Velocity	Velocity	Light grey
Parking lights & full beam	Vehicle lights	Parking lights & dipped head lights & full beam	Yes
Unknown	Upstream protection	Yes	Not fitted but not needed
Unknown	Running motor	Yes	
INFRASTRUCTURE			
Normal street	Urban street	Normal street	Normal street
2 x 4.75m	3.00m	2 x 4.75m	2 x 4.75m
Generally straight	Apartment road	Generally straight	Generally straight
DRIVER			
Unemployed	Semi-professional	MAS 3 (Serious)	MA3 3 (Serious)
No	Intoxication	No	No
No	Purpose of trip in progress	Professional	Professional
Unknown	Duration of stop in his vehicle	Not applicable	Not applicable
ACCIDENT ANALYSIS			
PRE-COLLISION			
Planned on road, waiting to unload his cargo, behind other trucks	Manoeuvre immediately before the precipitating event	Moving in straight line, constant speed	
Other driver behind key event	Precipitating event	Interruption of the driver	
No	PRECIPITATING EVENT	No	
Nothing	Danger perceived before first impact	Driving along & straight section	
A vehicle coming from behind, going in the same direction	Individual manoeuvre after precipitating event	A stationary vehicle	
No reaction, no perception of danger	First collision with	No reaction, no perception of danger	
	EVASIVE ACTIONS		
	Evasive actions		
	CAUSES OF THE ACCIDENT		
Other driver causes	Causes of the accident	Driver inattentive, faulty observation of the other participant	
	COLLISION		
Rear	Impact	Frontal	
3	Speed impact	20	
4	BSL	14	
No just ordinary truck park	Usefulness of a truck park		



Usefulness of a truck park



■ Yes

■ No

Accident sheet

3-Results of accidents investigation:

- 2% of all accidents in Europe involve parked truck.
 - Half of them could be avoided with safe and secure parking
- 
- **44 fatalities & 1430 injuries/year**
 - **3% of accidents involve drowsiness**
 - **2.5% of the accidents involve vehicle failure**

3.2 Thefts: estimations?

- **Europe**
€8.2 billion/year
[NEA 2007 based on TAPA]

Germany
€100 million/year
[BMVBS 2012]

UK
€60 million/year
[Truckpol 2010]

Europe
€7.2 billion /5years
[IRU 2008]

France
€5,9 million /year *[[OLCDI] 2010]*

3.2 Conclusions on thefts & robberies

How to evaluate and quantify:

Link between crime & parking ?

Reduction of crime on safe&secure parking?

Potential benefits ?

4.1 Yearly estimated impacts in Europe

Assuming deployment of static information:

- **5% of parking events save less driving -15 mn / -20 km**
- **20% of dangerous parking eliminated**



45 million € productivity gains

12 million € reduction of external cost

24 million € reduction of external costs in accidents



Conclusions on regulation proposal

- *Information services are cost effective*
- *Harmonised standards & access to data defined*
- *Shared responsibilities supported by all stakeholders:*
 - on collection, exchange & dissemination*
- *"Priority zones" (dynamic information on availability of places) defined by Member States & operators*