



Economic and Social Council

Distr.: General
18 July 2011

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Road Traffic Safety

Sixty-second session

Geneva, 26–29 September 2011

Item 9 of the provisional agenda

Consolidated Resolution on road Signs and Signals

Consolidated Resolution on Road Signs and Signals 1968

Secure parking areas

Submitted by Belgium

1.15 Road signs of secure parking areas for trucks

1.15.1 Context

1. Stimulated by the European Commission, the projects SETPOS and LABEL came about with the aim of fighting road freight theft by means of secure parking areas.
2. Secure European Truck Parking Operation Services (SETPOS) is a pilot project that has been initiated by the European Commission — Directorate General for Energy and Transport (DG TREN). It ran from June 2007 to June 2009. One of the goals of SETPOS was the creation of security categories to indicate a certain parking area, on the basis of the measures taken.
3. LABEL is inherently linked to SETPOS but is a separate project co-financed by the European Commission, DG MOVE (Barroso II brought about a division of the DG TREN, from then onwards TREN consists of MOVE and ENER). LABEL, which was launched in 2008, continued the work that has been done by SETPOS, and created additional dignity standards and lesser secure standards. LABEL aims at establishing a certification system for (Secured) Truck Parking Areas for the categories security and comfort.
4. During the 3043rd JUSTICE and HOME AFFAIRS Council meeting in Brussels on the eighth and ninth of November 2010, the council of the European Union adopted the 'resolution on preventing and combating road freight crime and providing secure truck parking areas'. This way, the LABEL categories regarding safety were put in a resolution.

5. After the LABEL project, at the end of 2010, the torch was handed to the International Road Union (IRU) to guarantee the implementation of the results and to ensure a harmonised approach throughout Europe on the labelling, visualisation and search of Truck Parking Areas (TPAs).

6. In the mid-990s already, IRU, in cooperation with the European Conference of Ministers of Transport (ECMT), started to collect data on the location and service level of truck parking areas in Europe and published this information in a paper brochure destined for road freight transport operators and drivers in order to facilitate the planning of their journeys. Therefore, it was not illogical that IRU assures here again the continuity after LABEL and SETPOS. In September 2010, the International Transport Forum (ITF, previously ECMT) and the IRU decided to transform the paper publication into a full, interactive web application—called TRANSPark—containing searchable data on parking criteria and their location.

1.15.2. Definition

7. A road sign that explains:

- that there is a parking area which is suited for trucks;
- what the security level of this parking area is;
- what the comfort level is.

1.15.3. Recommendations

1.15.3.1. Identification

8. The sign is a combination of the known ‘P’ indicating the presence of a parking area, the image of a truck indicating that the parking area is intended for trucks, and two new symbols: locks and stars. The locks indicate the security level, whereas the stars show the comfort level. The more locks, the more safety measures are taken. The more stars, the more comfort provisions there are.

9. If the symbols of the locks and stars are used as additional panel, then the appropriate colour combination is the following: a white background with black symbols or a blue background with white symbols.

10. If the sign is shown on an existing sign, then the appropriate colour combination is the following: a blue background with white symbols or a white background with black symbols.

11. If the sign is used as an independent sign, then the appropriate colour combination is the following: a blue background with white symbols.

12. Below follows an enumeration of the measures for each category, starting with the axis ‘safety’, followed by the axis ‘comfort’.

A/ Safety

Category 1:

13. In the first category, some relatively inexpensive measures are taken, such as reducing greenery, ensuring sufficient lighting, etc.

14. A first requirement is that the site is recognisable as a parking area.

15. These parking areas are freely accessible to everyone. A passenger car can enter the park as well as a camper van, a van or a truck, etc.

16. Implementation of the suggested measures should comply with member States' national legislation.

Features of a secure parking area, category 1:

- The parking area is accessible to anyone.
- A continuous optical separation of the parking area and its surroundings must be in place (fence, alternative barrier, signs, lines or ditch).
- Greenery, trees and bushes should not limit social control within the parking area. If necessary, greenery between the road and the parking area should be pruned back, in order to enhance social control as well as to allow the police to survey the entire parking area without necessarily leaving the road.
- Sufficient lighting that is clear enough to support possible closed-circuit television (CCTV) and to allow social control within the parking area.
- Indication of the most relevant phone numbers (police, fire brigade, first aid, etc.) in several languages (the choice of languages may differ in each Member State).
- Site has to be under surveillance through regular security checks, in accordance with national legislation.

Category 2:

17. Security level 2 adds to level 1 the requirement that the parking area is fenced off or that there is a CCTV system that monitors the perimeter. A sign indicates which vehicles are allowed to park. A CCTV monitors entrances/exits. Security checks are carried out by the parking area staff or a professional organization.

18. Implementation of the suggested measures should comply with member States' national legislation.

Features of a secure parking area, category 2:

- Only freight vehicles and authorized vehicles are allowed to enter the secure parking area (entrance control or at least signs should make clear that unauthorized entry to the parking area is forbidden).
- The parking area is fenced off, alternative barriers prevent easy access from the surrounding area or a CCTV covering the whole perimeter of the site is in place.
- The perimeter is well-lit everywhere and at all times. The number and size of bushes and trees within the perimeter area should be kept to a minimum, ensuring visibility of people at all times.
- In the event of site surveillance by external patrols, the patrol must be carried out by a professional organization.
- A CCTV system is installed that covers all inbound and outbound traffic at all entrances/exits, ensuring that all vehicles, drivers and pedestrians (if they use the vehicle entry and exit point) are identifiable (CCTV identification view).
- Lighting should be installed in the entry and exit areas in order to make it possible to monitor the entry and exit movements at all times.
- Digital recordings (at least 25 frame per second) should be in place. The system records either continuously or in motion detection mode.

- Access (physical/via network) to the CCTV recording and controlling hardware as well as to the software elements should be strictly controlled. It should not be possible for (security) staff to edit or delete recordings.
- CCTV recordings should be stored for a minimum of 30 days, unless the domestic law of the member State concerned provides otherwise. Furthermore, the storage of images must be adequate (i.e. physically secure and, where applicable, network security as well).
- CCTV should be fully functioning with quality images that allow for clear visibility. A preventative maintenance programme should be in place for the CCTV system.
- Indication on a road sign of the most relevant phone numbers (police, fire brigade, first aid, etc.) in several languages (the choice of languages may differ in each member State).

Category 3:

19. Security level 3 adds to level 2 the requirement that both a fence and a CCTV system monitoring the perimeter need to be in place. The site is set up for good visibility. Constant measures are taken to keep the fence in good condition. Only truck parking users or staff are allowed access. Implementation of measures should comply with member States' national legislation.

Features of a secured parking area, category 3:

- Only users of the truck parking area and truck parking area staff are to be given access to the parking area. This is ensured by entrance control or by signs which make it clear that unauthorized entry of the parking is forbidden.
- The parking area is fenced off or surrounded by alternative barriers (e.g. man-high fence, ditch filled with water 1.0 m deep, 1.5 m wide) which prevent or hamper casual entry and intentional unlawful entry.
- CCTV system is in place and able to cover the whole fence and ensure that all activities near or at the fence can be clearly recorded (CCTV recording view).
- A clear zone, at least on the inner side of the truck parking area, must be kept between the fence/barrier and structures/vehicles/vegetation.
- There are secondary physical barriers which are sufficient to protect the fence from unintentional damage.

Category 4:

20. Security level 4 adds to level 3 the requirement that on-site or remote staff monitor vehicles and pedestrians in real time. The vehicles and drivers are registered. Guards and staff are trained professionals and their references are checked. They are equipped to be able to react quickly to an alarm situation. Pre-booking is possible. Gates are closed.

21. Implementation of measures should comply with member States' national legislation.

Features of a secure parking area, category 4:

- All entrances/exits must be designed in such a way that they provide a protection level comparable to the physical barrier at the perimeter. Gates must be closed.
- At all times, all vehicle entrances/exits are monitored in real time by on-site or remote staff to ensure that only authorized entries/exits are taking place.

- At all times, all pedestrians entering or exiting are monitored in real time by on-site or remote staff to ensure that only authorized entries/exits are taking place.
- If guards are provided by a security company, they must be regulated/certified by the authorities.
- Where a gatehouse is in place to facilitate the duties of staff at the site (e.g. parking registration, communication), it must be constructed in such a way that it protects the staff from an external attack. The door must be closed.
- If staff are present on the site, they have to be equipped with a personal distress system which generates an alarm at the (external) control room or to a responsible person on duty who will coordinate the follow-up.
- If there are on-site staff, a personal communication system (available and operational at all times) is used between staff and the (external) control room, where on-site staff are deployed.
- Remote staff must have received appropriate training, covering, amongst others, entry/exit control and registration procedures, alarm response and communication procedures and confidentiality.
- Viewing access is required if staff are carrying out remote control of entry and exit.
- The registration procedures cover, at least, the logging of the licence plate number of a truck/tractor and the name/ picture of the driver. The driver and vehicle should be linked and this makes it possible to verify that the driver does not leave with a different vehicle.
- When exiting the secure parking area, each vehicle and driver must be checked and registered against the data captured at the entrance to the parking area.
- A monitoring procedure for entry/exit movements must be in place.
- Records of all entries and exits must be kept for a minimum of 3 months.
- Alarm response procedures are in place, understood by all staff and regularly tested. These should cover alarm activations, follow-up activities and procedures. All alarm activations must be documented.
- A pre-booking system must be available.
- Procedures/ measures must be in place to ensure security contingency in the event of power failure.

Category 5:

22. Security level 5 adds to level 4 the particular requirement that the site should be manned at all times. The identity of all vehicles or persons that enter is verified and logged. The fence is equipped with an anti-intrusion system and protected against a truck intentionally driving through. CCTV covers the entire area of the parking.

23. Implementation of measures should comply with member States' national legislation.

Features of a secure parking area, category 5:

- The parking is separated by a continuous fence (or alternative barriers) which prevents casual entry and intentional unlawful entry or delays entry for the time required for a security intervention. An anti-intrusion system must be in place (i.e. passive infra-red detector (PIR), trembler, electrified topping).

- A CCTV system should be installed which covers the whole fence at all times, ensuring that all activities near or at the fence can be clearly recorded (CCTV recording view). A CCTV system must also cover the whole the surface of the parking area (CCTV monitoring view) as well as all driving and pedestrian lanes (CCTV detection view).
- There is a secondary physical barrier which covers the whole of the perimeter and which is sufficient to stop a truck driving through the fence (e.g. ditch, natural structures, trees, green field, river, rocks, grass verge).
- At all times, all vehicle entrances/exits are verified by on-site trained guards (i.e. dedicated security staff who may be internally or externally employed) to ensure that only authorized entries/exits are taking place.
- At all times, all pedestrian entrances/exits are verified by on-site trained guards (i.e. dedicated security staff who may be internally or externally employed) to ensure that only authorized entries/exits are taking place.
- The site must be manned at all times. Guards must be present during opening times, while on-site staff should, at the very least, be present during closing hours.
- A gatehouse which facilitates the duties of the security staff (e.g. CCTV monitoring, parking registration, communication) must be available and constructed in such a way that it secures the staff from an external attack (in terms of unauthorized access to the gatehouse). The door must be closed.
- The gatehouse must provide the security staff with the ability to monitor the CCTV images.
- All security staff must be equipped with a personal distress system which generates an alarm at the local gatehouse and the control room or to a responsible person on duty who will coordinate the follow-up.
- A personal communication system (available and operational at all times) is used between security staff and the (external) control room.
- Guards and on-site staff must have received appropriate training covering, amongst others, entry/exit control and registration procedures, security patrols, alarm response and communication procedures and confidentiality.
- All entry/exit movements must be logged. Similar registration procedures as in category 4 apply to any authorized person entering the truck parking area.
- Alarm response procedures must be in place and should cover at least the following: who has to activate the alarm, when the alarm has to be activated, evaluation and follow-up procedures by (external) control room, escalation procedures and contacts (e.g. police). Procedures need to be documented and tested regularly.

B/ Comfort

Service Level 1

24. Level 1 Truck Parking Areas (TPAs) offer some basic service features: toilets, water taps, waste bins. Walking and driving across the area should be safe. Implementation of measures should comply with member States' national legislation.

Requirements Level 1 in detail:

- Toilets available and working. To give an idea, recommendation: 2 toilets < 75 slots, 4 toilets 76 - 125 slots, 6 toilets > 125 slots.

- Water taps available and working
- Waste bins available in reasonable amount with enough capacity
- Pedestrian safety on TPA
- Safe traffic: even surface enables safe truck manoeuvring
- Indication of availability of services and opening times

Service Level 2

25. Also providing washing facilities and a more convenient lay-out of the parking area.
26. In addition to the service criteria of Level 1, Level 2 Truck Parking Areas (TPAs) offer washing facilities and a more convenient layout of the parking area. Level 2 is more geared to a truck driver making a longer stop.
27. Moreover, service Level 2 is an intermediate category between Level 1 (basic) and Level 3 (providing a much broader range of services).
28. In a number of cases “nearby” is allowed for the location of certain facilities. This is to avoid that facilities not on the TPA, but within easy reach of the users, are excluded. An indication for “nearby”: within the range of sight, walking distance about two minutes.
29. Implementation of measures should comply with member States’ national legislation.

Requirements Level 2 in detail:

- Washing facilities available and working. More than just water tap. To give an idea, recommended: 2 basins < 75 slots, 4 basins 76 - 125 slots, 6 basins > 125 slots.
- Clear signs that promote a safe traffic situation at the TPA
- Signs preferably with pictograms
- Safe deceleration at entrance/ acceleration at exit
- Separate parking for cars and heavy goods vehicles (HGVs) clearly indicated
- Picnic table present at the TPA or alternative. Alternatives may be: a place to sit at shop, snack-bar or restaurant or elsewhere nearby

Service Level 3

30. Providing service for personal hygiene and shop/ fuel station
31. In addition to the service criteria of Level 2, Level 3 Truck Parking Areas (TPAs) offer more services, of which the most important: showers, a shop and a fuel station.
32. In a number of cases “nearby” is allowed for the location of certain facilities. This is to avoid that facilities not on the TPA, but within easy reach of the users, are excluded. An indication for “nearby”: within the range of sight, walking distance about two minutes.
33. Implementation of measures should comply with member States’ national legislation.

Requirements Level 3 in detail:

- Toilets are clean and checked at regular intervals
- Washing facilities are clean and checked at regular intervals

- Showers are available and working
- Showers are clean and checked at regular intervals
- Shelter against rain or sun near parking area. Alternatives may be: snack-bar or restaurant
- Contingency plan/ management available/ emergency contacts known to the staff. Examples of contacts: police, fire brigade, first aid, doctor.
- Shop present with bigger variety (food, beverages etc.) at the site or nearby.
- Fuel station at the site or nearby.
- Fax/ copier

Service Level 4

34. In addition to the service of Level 3, Level 4 Truck Parking Areas (TPAs) offer more services, of which the most important: a snack bar, laundry, spare parts shop and leisure facilities.

35. In a number of cases “nearby” is allowed for the location of certain facilities. This is to avoid that facilities not on the TPA, but within easy reach of the users, are excluded. An indication for “nearby”: within the range of sight, walking distance about two minutes.

36. Implementation of measures should comply with member States’ national legislation.

Requirements Level 4 in detail:

- Snack bar with simple meals, snacks, i.e. coffee bars, at the site or nearby
- Fuel station at the site with fuel operating permanently or nearby
- Internet provided by TPA operator
- Reservation system
- Laundry at the site or nearby
- Spare parts shop (basics) at the site or nearby
- Emergency assistance/ (partnership with a) repair shop
- Leisure facilities

Service Level 5

37. Providing the High End of Comfort Levels.

38. In addition to the service of Level 4, Level 5 Truck Parking Areas (TPAs) offer more services, of which the most important: a restaurant, truck wash, electricity and snow/ice removal equipment. Level 5 is the highest comfort level.

39. In a number of cases “nearby” is allowed for the location of certain facilities. This is to avoid that facilities not on the TPA, but within easy reach of the users, are excluded. An indication for “nearby”: within the range of sight, walking distance about two minutes.

40. Implementation of measures should comply with member States’ national legislation.

Requirements Level 5 in detail:

- Separate dangerous goods parking and cargo registration
- Restaurant with more choice; breakfast/ lunch/ dinner) at the site or nearby
- Truck wash at the site or nearby
- Electricity present (for truck: cooling, etc)
- Snow/ ice removal equipment present

1.15.3.2. Placement

41. This system applies to parking areas where trucks are able to park. It does not apply to parking areas where trucks are not able or are not allowed to park.

42. It applies furthermore to local, regional and national government initiatives as well as to private initiatives; it is consequently irrelevant who has taken the initiative to create the secure truck park.

43. If there is already a 'P', in combination with the image of a truck or not, the symbols indicating the level of the parking area (both the stars as the locks), can be placed as supplementary sign.

Annex XII

The figures below illustrate how such a road sign might look like, keeping in mind that the number of stars and locks on the road sign would vary from zero to five. The example on the left shows an independent sign. The example on the right illustrates how an additional panel could look like (may also be in black and white) and can be placed below an existing indicating a parking area intended for trucks.

