

EastWest Transport Corridor II – WP6D – State-of-the-Art

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East West Transport Corridor



EWTC II – WP6D - Definition

- Project definition on truck parking:
 - provided by private or public organisations
 - offer opportunity to shorter or longer rests
 - Primarily truck parking featuring some kind of facilities
 - “familiar or known” truck parking areas without facilities are also included in the study



EWTC II – WP6D

- General study consists of
 - Resting time regulation overview
 - ITS solutions
 - State-of-the-Art review
 - Current situation in the corridor
 - Interviews with drivers
 - Strategy plan for the corridor



Rest and Driving Time Regulation (I)

- Regulations for driving time in the road transport sector are defined by the European Parliament and of the council
- The regulation is valid for all Member States of the European Union, in the European Economic Area, EEA (Norway, Iceland and Liechtenstein) and Switzerland
- The Driving Time Regulation shall apply the carriage of goods on the roads by vehicles with a total mass exceeding 3.5 tonnes



Rest and Driving Time Regulation (2)

- Driving time is subject to following rules:
 - the daily driving time should not exceed nine hours. Twice a week, this may be extended to ten hours
 - the weekly driving time shall not exceed 56 hours
 - the total driving time during any two consecutive weeks shall not exceed 90 hours
 - after driving for four and a half hours a driver shall take an uninterrupted break of not less than 45 minutes or of 15 minutes followed by 30 minutes over the same period



Sanctions - Denmark

- Driver: 100 DKR per percentage exceed the rules of the driving time regulations
- Company: 200 DKR per percentage exceed the rules of the driving time regulations
- The fines are rounds to a sum possible to divide by 500 DKR.
- Denmark has a tolerance limit, if the driver has exceeded the regulation with less of 5 %, impose no fine. If the driver exceeds the limit by 5 % the driver gets fines of 500 DKR and the company 1000 DKR.



Sanctions - Lithuania

- If the driver exceeds the daily driving time or driving without a break following fine can be imposed:
- Exceeding driving time

	Fine
15 < x ≤ 30 minutes	≤ 50 litas
30 minutes < x ≤ 1 hour	100-200 litas
1 < x ≤ 2 hour	200-300 litas
2 < x ≤ 3 hour	300 -500 litas
3 < x ≤ 4 hour	500-750 litas
4 < x hours	700 – 1000 litas



Sanctions - Sweden

- If a driver exceed the daily driving time, the daily rest time or weekly driving time the driver can get fines of 3000 SEK for each violation
- If the driver violates two different rules the driver get fines of 3000 SEK for the first and 1500 SEK for the second, in total 4500 SEK
- Maximum can a driver get fines of 10 000 SEK at the same time.
- The company that the driver is working for can get the same amount of fines as the driver



Sanctions - Sweden

- Suggestion:
 - From 2011 will the Swedish Transport Agency be responsible for the control procedures and sanctions on companies
 - The Police will still be responsible for the control of drivers
 - The Swedish Transport Agency will be able to give the companies sanctions fee if there driver violates the driving time regulations from 20 000 SEK up to 200 000 SEK or maximum of 10 % of the company's turnaround



Ongoing discussions concerning regulations

- The European Commission has started an overview and a work with the driving time regulation that will be finalised to the autumn 2011
 - The work will go through the driving time regulations and the regulations concerning digital tachograf and focus on how the regulations can be easier



Ongoing discussions concerning regulations

- Discussions in Sweden highlight the need of good locations of truck stops that can assist the driver to comply with the driving time regulations
- Today the drivers often are guided to suburban areas of cities in industrial district located far away from facilities as restaurant and grocery stores
- If a driver have his/her weekly resting time in these areas they need to violate the rules to get food etc
- => Strict regulations



State-of-the-Art review

- European studies and guidelines:
 - ITS Action Plan and ITS Directive

The key actions in the Directive concerning truck parking

- a) provision of information services for safe and secure parking for trucks and commercial vehicles
- b) provision of reservation services for safe and secure parking for trucks and commercial vehicles



State-of-the-Art review

- European studies and guidelines:
 - EasyWay Core European Service – ITP
 - Deployment Guideline
 - TAPA
 - Stakeholder forum
 - Developing security requirements
 - IRU, CVIS, SCANDRIA and...



State-of-the-Art review

...

- SETPOS – focus on secure parking
 - Requirements, best practise handbook. Truckinform.eu, pilot sites
- LABEL – based on SETPOS
 - Standard certification for truck parking, handbook for labelling,
 - Security and service levels



State-of-the-Art review

- National initiatives and/or studies in the corridor - examples:
 - Feasibility study on public logistics centers in Lithuania
 - Pre study on ITS and heavy transports mapping needs and current projects in Sweden
 - Required improvements on truck parking in Denmark
- Pilot projects (in Sweden)
 - Truckstop Örebro
 - Björkäng, Varberg
 - SafeArea, Värnamo



Existing Truck Stops

Guidelines for location of truck stops

- Denmark
 - Distance between truck parking with gas along the highways are recommended not to be any longer than 70 km and between truck parking with toilet facilities the distance should be no longer than 30 km.
- Sweden
 - Shorter break should be available every 15 minute and a STA-rest stop every 40-80 minute.



Existing Truck Stops

- Lithuania – E85, from Vilnius/the Russian border - Klaipėda



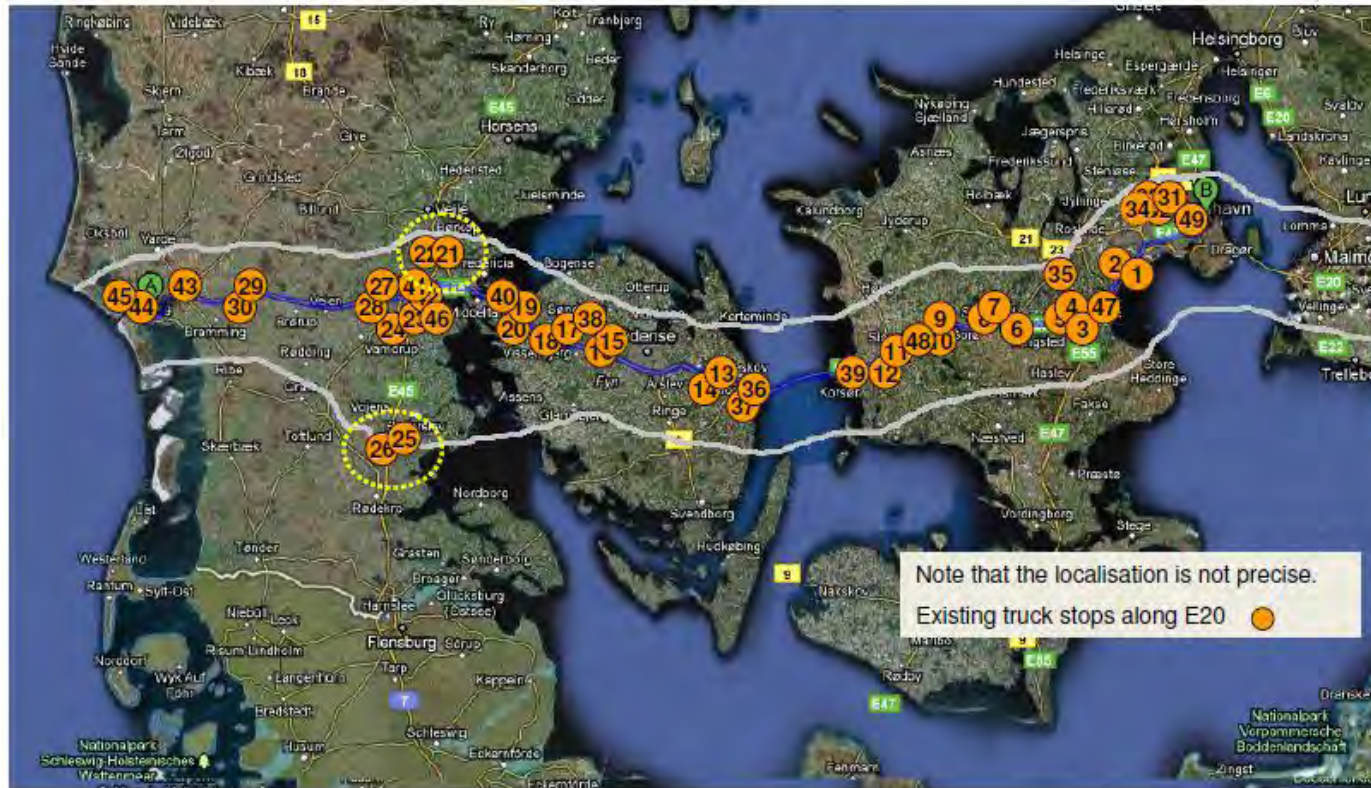
Existing Truck Stops

- Sweden – E22, from Karlskrona to Malmö



Existing Truck Stops

- Denmark – E20, from Copenhagen to Esbjerg



Existing Truck Stops

- Service levels



Interviews I (3)

- Drivers:
 - Plan their route (where to stop) by them selves
 - Stop with respect to driving time regulations
 - Know where to stop mainly by experience and colleagues
 - Get information also from GPS, internet and road signs
 - Experience lack of capacity especially in nodes and at “popular” stops
 - Would appreciate reservation possibilities



Interviews 2(3)

- Needs
 - Clean toilets and shower rooms
 - Restaurant
 - Fuel
 - Location close to main route, due to tight schedule
 - Safe and secure parking – but not necessary “Fort Knox”



Interviews 3(3)

- Needs – conclusions
 - Food, fuel, facilities and location important
 - Develop/improve information about locations
 - Drivers positive to signs and navigations systems to get information about recommended locations
 - Harmonisation of signs
 - Booking possibilities could be of interest in nodes



Other interviews

- Results from additional surveys

- Location available as close as possible to a loading point
- Clean toilets and showers/water availability
- Food service; restaurant or kiosk or cafe
- Increased capacity during evenings and night, in particular at truck stops close to bigger cities



ITS Solutions for Freight Transports

- Route Navigation for HGVs
- ISA and Ecodriving
- Pre-Trip Travel Information
- On-Trip Travel Information
- Intelligent Truck Parking
- Fleet Management
 - Track and Trace
 - Control of vehicle fleet
 - Geofencing
 - Dangerous goods monitoring



Study Visit – LABEL

- Entire Europe is experiencing the same problem
 - Marked problem, low willingness to pay
 - Risk and reward situation
- Transport buyers, cargo owners and insurance companies need to be more involved
- Certification for carriers
- Better channels to update www.truckinform.eu in parts of the East West Transport Corridor



Study Visit – Truck Etape Valenciennes

- Secure Parking – High security classified
 - Gate, touch sensitive fence, light posts, surveillance cameras, manned 24 hours,
 - Fee: 19 EUR a night
- Initial costs 8 million Euros, 40 % from SETPOS
- 200 truck parking lots, average 60 % occupancy level
- No information services at all – yet.
- Already collect all necessary data for ITP, hope for smart phone applications



Strategy plan for the Corridor

- Based on the regulations overview, the state-of-the-art, the interviews, overview of ITS solutions and study visit
- => Strategy Plan for the corridor....
- Final Report ready in Feb 2011

