

# Strategy Plan for the East West Transport Corridor concerning Truck stops

Jens Löfgren/Marie Karlsson/  
Christian Udin

Sweco



# East West Transport Corridor



# Current Situation in the corridor

- General good coverage of truck stops in Denmark and Sweden
- Lithuania has a more moderate coverage especially outside the main “nodes” (Cities, harbours, important hubs)
- No specific information to the truck drivers about suitable and recommended stops except regular resting places (all users)
- Experiences: truck stops is a social meeting place. Drivers want food, coffee, clean toilets and easy to find. If a lot of drivers stops at the same place, they feel safe



# Problems with Rest and Driving Time Regulation

- Regulation is strict, especially in Sweden and Lithuania
  - Denmark has margin of 5 % before fines apply
- No margin to find resting place with risk to breach the driving time regulations
- So drivers stop before the limit which results in daily loss of capacity and know they get a parking space



## Main Problems

- Truck Stops in the “nodes” (cities, around harbours) are overcrowded
- Missing information about suitable truck parking places
- Crime from the lorries



# Truck Stops Guidelines

- Denmark and Sweden have guidelines for how often a truck should have the possibility to stop
- Denmark:
  - *" Afstanden mellem sideanlæg med tank bør på motorvejsstrækninger være maksimalt 70 km, og afstanden mellem sideanlæg med toiletfaciliteter bør maksimalt være ca. 30 km. Afstanden mellem sideanlæg med Info-Teria afstemmes under hensyntagen til ovennævnte kriterier og det trafi kale grundlag. "*



# Truck Stops Guidelines

- Sweden:
  - *"Utmed det utpekade rastplatsvägnätet är målet att det ska finnas en rastplats var 40-e till 80-e minut. Rastplatsen ska vara tillgänglig för alla trafikanter. Utmed samma finns också ett mål att det ska finnas en rastmöjlighet för uppställning av lastbilar för den yrkesmässiga trafikens behov av rast och vila med maximalt 15 minuters restidsavstånd (=20 km vid 80 km/tim). En plats med rastmöjlighet kan vara en enklare P-ficka, eller en yta intill en vägre restaurang, en kontrollplats, etc."*



# Truck Stops Guidelines for the corridor

- The transport systems is not national, it is regional and European
- To create ONE corridor, the driver should know when to expect a possibility to stop
- Our proposal
  - 3 levels to meet different needs
  - The truck driver should have the possibility to stop, in minimum, every 30 kilometre, in the entire corridor
  - Each stop should have a toilet

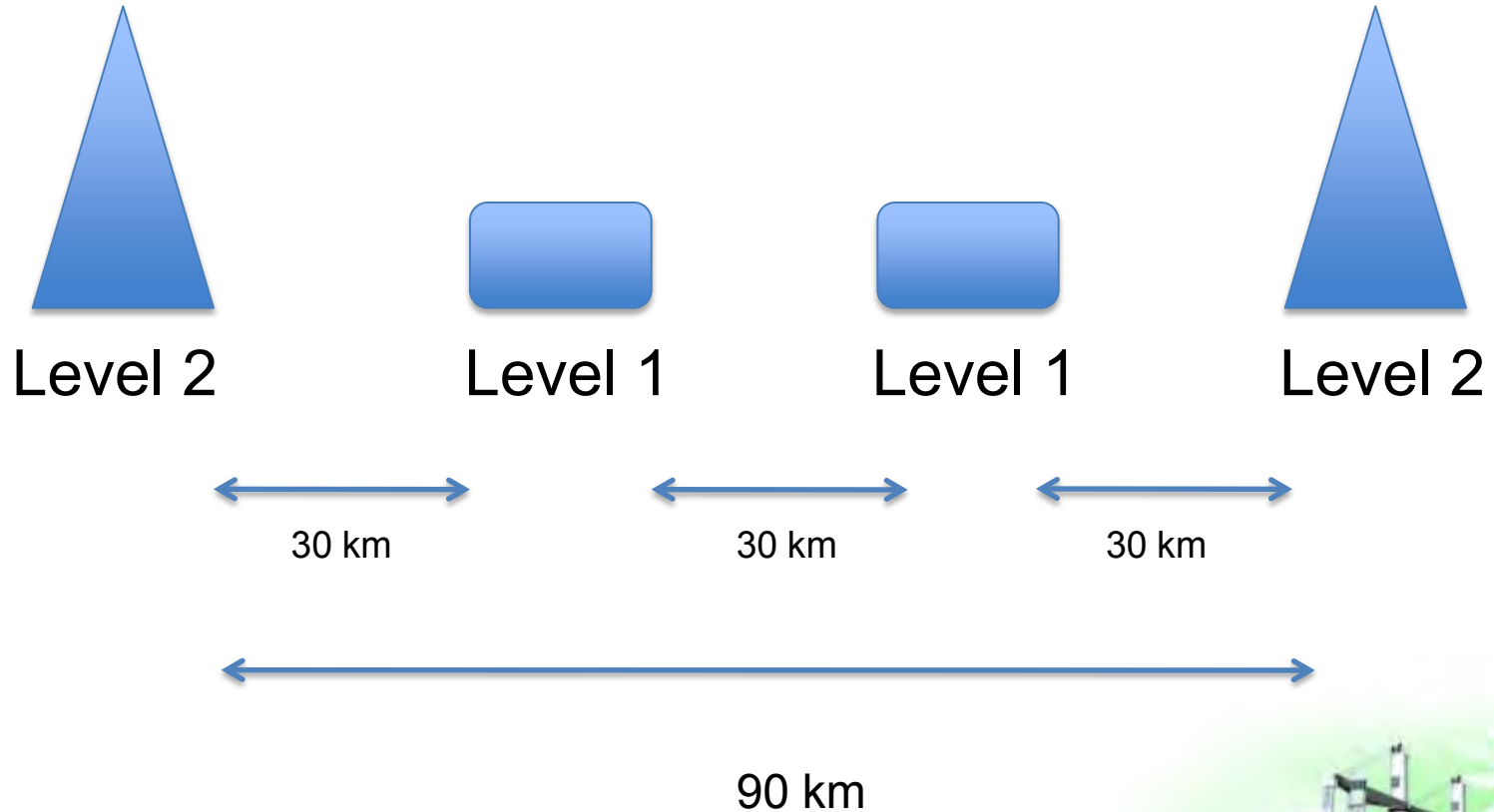


# Three Levels of Truck Stops

- Level 1: Truck Stop along the main road network with toilet (Minimum every 30 km) (Suitable for breaks)
- Level 2: Truck Stop with more facilities; Petrol station, Restaurant. Along the main road network (suitable for breaks and night rest) (around every 90 km)
- Level 3: Truck Stops around main nodes; more facilities, lighting, fence, information systems about occupation level. Management between several stops around nodes to guide the drivers (suitable for night rest and buffering traffic around industries and harbours)



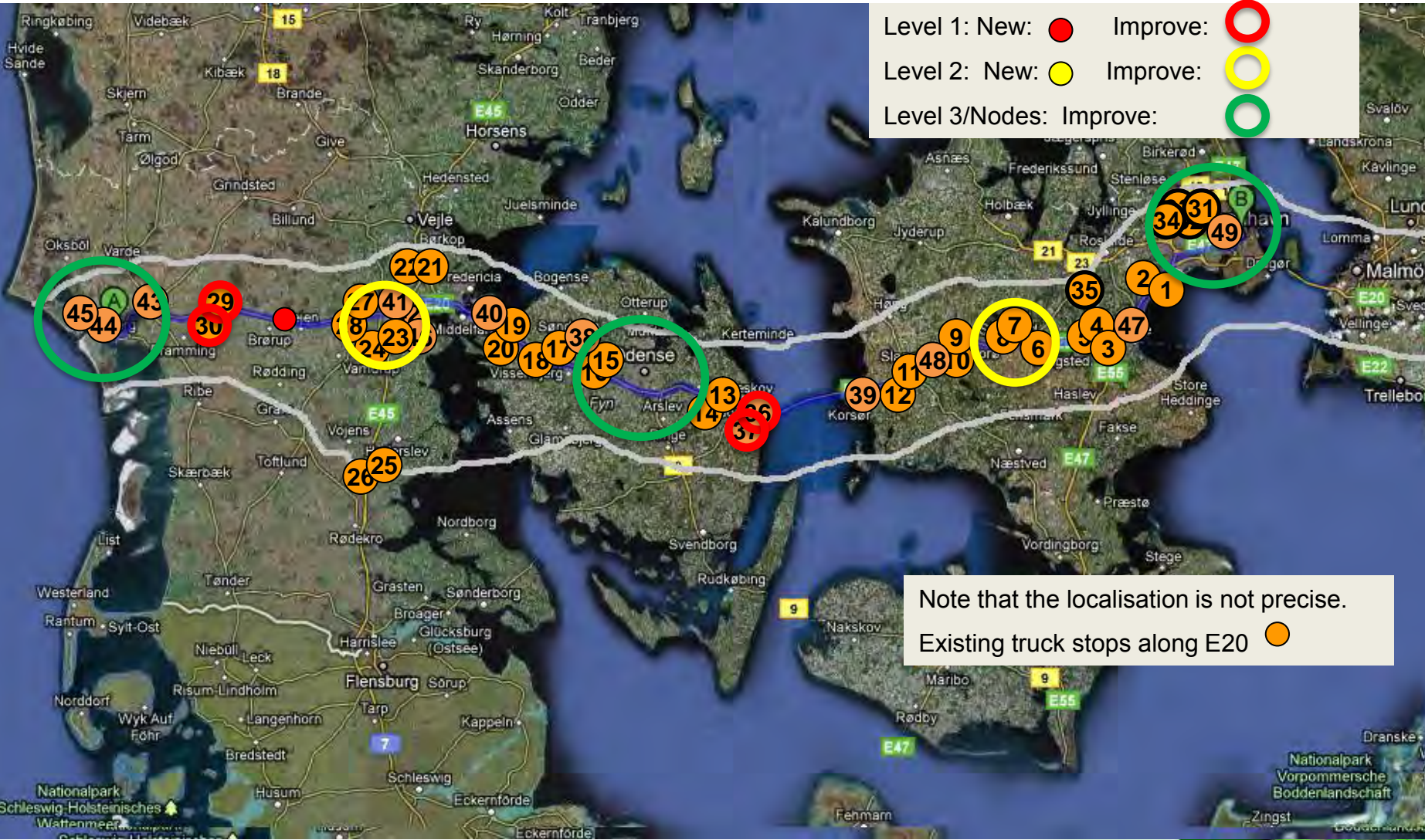
# Three Levels of Truck Stops





# Denmark

Level 1: New: ● Improve: ○  
 Level 2: New: ● Improve: ○  
 Level 3/Nodes: Improve: ○



Note that the localisation is not precise.  
 Existing truck stops along E20 ○

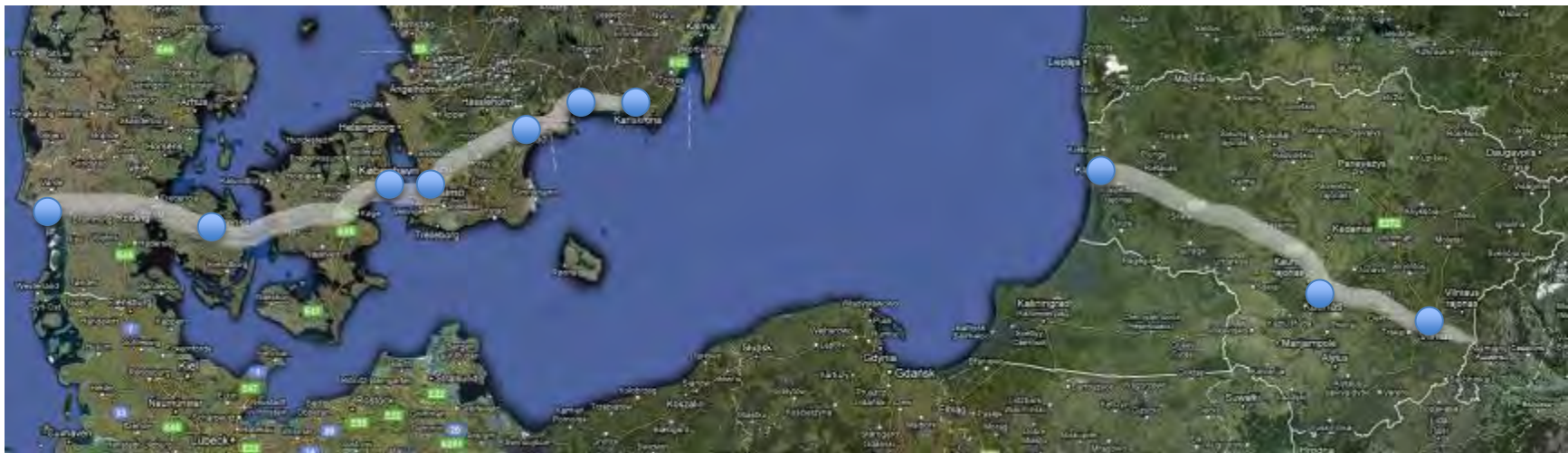


# Sweden (waiting on latest input)



# ”Nodes”

- Important nodes (cities, harbours) in the corridor



- Management Systems to guide drivers around nodes



# Information – Results from Interviews

- Need to develop/improve information about locations
- Drivers positive to signs and navigations systems to get information about recommended locations
- Harmonisation of signs



# Information - proposals

- From EasyWay ESG 4 – VMS Harmonisation
  - Survey and analysis on possible sign for truck parking will be ready before end of this year
  - Proposal of a common symbol (pictogram) for information about Truck Parking
- Information about stops need cooperation between public and private



# Reservation Systems

- Reservation systems for truck parking aren't ready for the market, need to handle some basic issues first; detection, information to the drivers, etc.
- Experience from France and Germany, problems with basic solutions of detections
  - First step, handling data; providing; processing; detection/generation, then we can discuss ITP services for information and reservation. Quality, Quality, Quality....



# Secure Parking

- A lot of issues around the business case for secure parking (European experience)
- “If there is a business case for secure parking let the private companies handle it otherwise shouldn’t the road authorities “create” a business case that doesn’t exist”
- “It is not a task for the authorities to develop secure parking “fort Knox solutions”, the authorities can provide open parking sites with light”



# Business models/Roles

- Expectations on the road authorities difference a lot, some expectations are:
  - “authorities should operate and provide good parking facilities”
  - “authorities can allocate land”
  - “provide signs and information to the sites but it is private operators who should operates the areas”
- Roles need to be cleared out



# Business models/Roles

- Roles for our proposal of three levels:
  - Level 1 and 2
    - Responsibility of the authority to provide land, toilets, information
    - Private operators provide petrol, food, etc.
    - Operations/Maintenance on level 2 cooperation between Road authorities and private operators
  - Level 3
    - Can be a private operator, located next to a workshop hall, restaurant, etc. on private land
  - Information need to be handled together between private operator and road authority



# General results

- Sweden and Denmark have good coverage of possibilities to stop to follow the regulations
  - Focus on upgrade and improve facilities
- Lithuania need to make a deeper analysis and set up some national guidelines for how often the possibilities to stop on the main networks
  - Based on the international perspective with focus on a common and connected corridor
- It is important to have information to guide the drivers around important nodes like harbours, cities



# General results

- From the drivers: the sites should be located next to the main roads
- Attractive truck stops can be a tool to steer the freight transports to the dedicated road network



For details visit  
<http://www.eastwesttc.org>

Jens Löfgren, [jens.lofgren@sweco.se](mailto:jens.lofgren@sweco.se)

Marie Karlsson, [marie.karlsson@sweco.se](mailto:marie.karlsson@sweco.se)

Christian Udin, [christian.udin@sweco.se](mailto:christian.udin@sweco.se)



# Questions for discussions

- The strategy for the corridor is to have in minimum a truck parking each 30 km with toilets, suitable for break, and a truck parking every 90 km with petrol and restaurant suitable for break and night rest.
  - How does the strategy meet the demand from the transport industry? (To long distance between stops, need more facilities?)
  - What is the view from the authorities?
  - One question that often comes up in connection with investment and redesign of the rest areas is how important it is to distinguish the parking spaces for trucks from parking spaces for buses (the charter), for caravans and cars. What is the commercial traffic view on that?



# Questions for discussions

- The strategy also suggests focusing the deployment of new truck parking to the nodes (harbours, bigger cities, etc.). The drivers want to have the truck parking next to roads but we have lack of land in urban areas.
  - How to handle the lack of land and also support the drivers with suitable truck parking areas in cities?



# Questions for discussions

- When Jeff arrives with the ferry to Esbjerg or Petra arrives with the ferry to Karlskrona they can't get information about suitable parking places to support them follow the driving and resting time
  - How should the drivers get information about the suitable parking places? (Signs, Navigation systems, paper maps?)
  - What is the role of the authority and private operators concerning information provision about recommended truck parking?



# Questions for discussions

- Reservation systems for truck parking is one tool to assist the drivers to follow the driving and resting time regulations and make it possible to book a parking space in advance
  - Does the transport industry see a need for reservation systems?



# Questions for discussions

- To be able to develop the existing stops and set up new ones, it is important to know who has the responsibility and who will pay?
  - Who has the responsibility to invest and develop truck parking areas? What is the role of the authorities and the operators? Need of Cooperation?
  - Is it a task for the authorities to provide truck parking and should it be financed by taxes? Why/Why not?



# Questions for discussions

- Thefts from vehicles is increasing and demands for the development of secure parking, (Fort Knox Solutions) is growing, but experience from Europe shows that the driver and the transport operators aren't willing to pay for secure truck parking (fort Knox solutions)
  - Why aren't the transport operators willing to pay for secure parking?
  - What role do the authorities have to create secure parking areas?



# Groups for discussions

## Grupp 1

Jens Pedersen, Vejdirektoratet  
 Hans Nottehd, Info24  
 Torbjörn Lübeck, DHL  
 Arne Lindeberg, Trafikverket  
 Kristoffer Persson, WSP  
 Sorin Sima, Trafikverket

## Grupp 2

Kjell Lindahl, Trafikverket  
 Casper Wulff, Rambøll  
 Gunnar Fastén, NetPort.Karlshamn  
 Jan Persson, Blekinge Tekniska Högskola  
 P-G Persson, Karlshamns Express  
 Bo Magnusson, Scandlines  
 Tore Almlöf, Karlskrona kommun

## Grupp 3

Christian Udin, Sweco  
 Annika Henesey, Region Blekinge  
 Rikard Engström, Trafikverket  
 Sven-Åke Appelqvist, AAK  
 Frank Davidssen, Rikspoliti Danmark  
 Mikael Nilsson, Sveriges Åkeriföretag  
 Leif Ringhagen, Trafikverket

## Grupp 4

Jens Löfgren, Sweco  
 Karin Hård af Segerstad, Trafikverket  
 Kent Andersson, ÅC Karlskrona  
 Martin Axelsson Bahn, Safe Area Värnamo  
 Henrik Kaalund – Jørgenssen, Region Sjælland  
 Tomas Petterson FoodTankers  
 Lennart Henriksson, Karlshamns kommun

