

Sustainability of Trucks Parking in European Union

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Abstract

INTRODUCTION: Parking in road freight transport has been a problem for a long time. Several EU legislative decisions have contributed to reducing the sustainability of the parking system in recent times.

OBJECTIVES: The aim of this paper is to point out the negative impact of social law requirements on the parking of freight vehicles. The aim is also to propose the methodology of determining the necessary number of parking spaces for possible compliance with the requirements of social law.

METHODS: Own research is realized by the numbering of parking spaces on selected routes in the EU and comparing with the number of freight vehicles on the route.

RESULTS: We have shown that there are not enough parking areas for current transport flows in frame of whole EU. In assessing of the requirement of EU social law to prohibit weekly rest in the cab of a vehicle, we have come the conclusion that in current capacity of hotels in highway resting areas, it is not possible to meet this requirement of social law.

CONCLUSION: The proposed methodology defines the needed number of parking places for a specific area. From the point of view of the sustainability of road freight transport, it is essential that parking areas are planned in accordance with regulatory requirements. Otherwise, drivers are forced to cheat, what leads to distortion of the whole road freight transport market.

Keywords: transport, sustainable, parking.

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1. Introduction

The road freight transport is presently the most significant mode of transportation in frame of inland freight transport. The White Paper on Transport supposes increasing of transport to 80 per cent in 2050 compared to the year 2010. The supposal of transport increasing is fulfilling in real practise and is followed by increasing number of trucks in road infrastructure. To ensure the safety and sustainability of transport it is necessary to built not only higher roads capacity but also the infrastructure for cars parking that is connected with safety breaks and drivers' rest ensuring. On the other hand, the increasing drivers' demands on rest causes also the increasing demands on parking places (e. g. judgement [17]). The aim of this contribution is to answer a research question whether the infrastructure of car parks

sustainabl built following the development of road freight transport output in the frame of European Union. We realised the research directly in drivers of road freight transport and also in selected area we analysed the real possibilities of vehicles parking. Because the goods transport is significant aspect of the economic increase, we dealt with transport output sustainability in connection to parking policy. Therefore, are processed the proposals of the European Union parking ensurance sustainability.

2. Literature review

In the relation of road transport output sustainability and trucks parking places capacity is interested only a few of studies. Chatterjee and Wegmann in 2000 in [5] noted that in United States are the parking places for trucks in public car parks and resting areas along highways in the state of

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