

EW EUROWAG



Safe truck parking in Europe

A practical guide for transport
professionals



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1. Introduction

the daily reality of truck parking in Europe

At 18:30 on a Thursday evening near the German–Dutch border, every parking space within a 30–kilometre radius is already occupied.

A Polish driver finishing a 9–hour shift circles three rest areas. The tachograph countdown is running. The cargo is high value. The lighting is poor. The next legal stop is uncertain.

This situation is not exceptional. It is routine.



Safe truck parking in Europe has quietly become one of the most critical operational vulnerabilities in international road transport. While fleets are digitalized and route planning systems optimize every kilometer, the end-of-day reality often depends on chance.

For fleet operators, this is no longer a “driver problem”. It is:

- ✔ A risk management issue
- ✔ A cost control issue
- ✔ A compliance issue
- ✔ A driver retention issue

This guide explains why the truck parking shortage in Europe is structural, how it impacts transport companies financially and operationally, and how structured digital solutions – including the Eurowag TRAVIS partnership – help restore predictability.



2. The structural problem: why Europe lacks secure truck parking

The European freight market has grown steadily over the past decade. Cross-border trade has intensified, e-commerce has expanded distribution networks, and transit corridors are operating at near-maximum capacity.

Parking infrastructure, however, has not expanded at the same pace.



On key transport corridors:

- Rest areas reach capacity by late afternoon
- Informal parking increases in industrial zones

The imbalance between freight volume and parking capacity creates a daily competition for space.

For dispatchers, this translates into difficult decisions: Should the driver stop earlier and lose time? Or risk searching

- Security standards vary significantly
- Sanitary facilities remain inconsistent

longer and potentially violating driving time regulations?

The truck parking shortage in Europe is not only about missing infrastructure.

It is about operational unpredictability.

3. The risk nobody calculates properly: cargo theft

Cargo theft risk in truck parking areas rarely appears in route planning calculations. Yet for companies transporting electronics, pharmaceuticals, or high-value goods, it is one of the most significant exposure factors.



A single incident can trigger:

- 1 Direct cargo loss
- 2 Contractual penalties
- 3 Insurance disputes
- 4 Customer dissatisfaction
- 5 Internal investigation costs



In high-risk regions near major ports and transit hubs, theft attempts are no longer isolated events. They are organized and opportunistic.

More subtle but equally costly risks include:

- Trailer damage during attempted break-ins
- Fuel siphoning
- Unauthorized access to vehicles

The true cost of insecure parking often exceeds the visible loss.

Secure truck parking must therefore be treated as a preventive investment – not an optional expense.

4. The hidden daily costs of "free" parking

Many companies hesitate to pay for reserved parking spaces. On paper, free motorway parking appears economical.



In reality, the indirect costs accumulate:

A driver searching for space may spend 40 extra minutes driving. That means:

- ✓ Additional fuel consumption
- ✓ Increased CO₂ emissions
- ✓ Reduced daily efficiency
- ✓ Elevated stress levels

Multiply this by 20 trucks over 250 working days.

The numbers become significant.



In addition, unpredictable parking increases the likelihood of:

- ✓ Working time infringements
- ✓ Irregular rest patterns
- ✓ Delays at next-day loading slots

What appears to be a small operational inconvenience becomes a structural profitability issue.



5. Driver wellbeing is not a soft topic

Driver wellbeing and stress in transport directly influence safety and retention.

After 9–10 hours of driving, the driver's priorities are simple:

- ✔ A safe place
- ✔ Clean sanitary facilities
- ✔ Adequate lighting
- ✔ Predictability

Yet in many European locations, sanitary facilities for truck drivers – showers, toilets, washing areas – are limited or poorly maintained.

For drivers operating internationally for weeks, these conditions define job satisfaction.

Companies investing in structured parking planning send a clear internal signal:

Driver safety and dignity matter.

In a market facing chronic driver shortages, this is strategically relevant.



6. From improvisation to strategy: a practical framework

The key shift transport companies must make is conceptual: Parking must move from reactive improvisation to proactive planning.

Instead of asking: "Where will the driver stop tonight?"

The question becomes: "Where is the reserved and secured parking point within the planned route?"



A structured approach includes:

Route-level planning

Parking integrated during dispatch planning – not decided at 18:00.

Risk-based selection

Identifying high-risk corridors and avoiding unsecured rest areas in those zones.

Digital reservation

Using truck parking booking / reservation systems to guarantee availability.

Centralized administration

Avoiding fragmented payments and reimbursement processes.

This is where digital platforms change the equation.

7. How the Eurowag & TRAVIS partnership helps with truck parking

When parking shortages and security risks intersect with tight delivery schedules and driver wellbeing, fleet operators need more than improvisation. They need structure.

That's where the Eurowag – TRAVIS Road Services partnership steps in. It doesn't just offer access to parking spaces, it offers a way to plan, reserve and manage truck parking as an integrated part of daily operations.

Europe's largest network of secure parking and road services.

Through the partnership, carriers gain access to a network of more than 2850 locations and over 3550 road services across 26 European countries, including secured truck parking, truck wash stations, tank cleaning sites and repair facilities.

These locations are not random roadside stops – they are vetted partner sites where drivers can feel confident parking overnight, resting, and using essential on-road services.



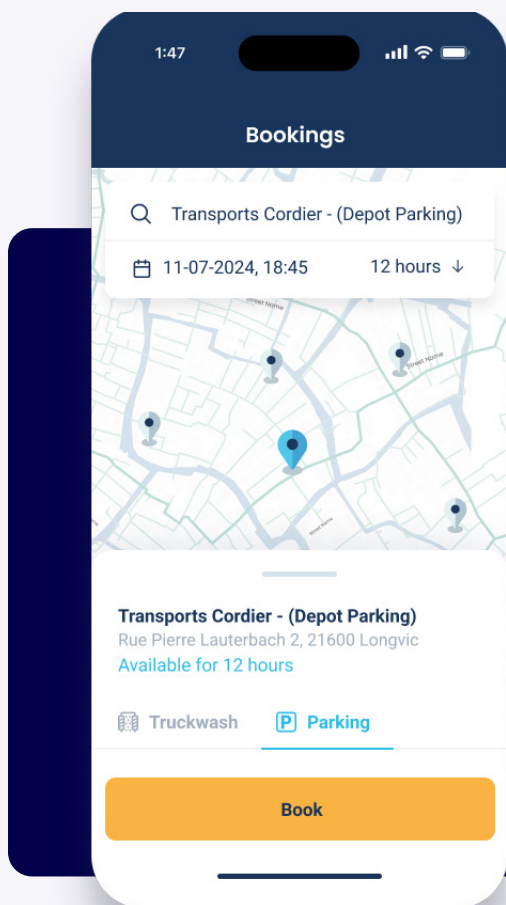
Booking parking spots in advance – the game changer

The traditional way of finding parking – arriving, hoping there’s space, and reacting – creates stress, delays and potential compliance issues.

With Eurowag and TRAVIS, carriers can book parking slots ahead of time directly through the TRAVIS Driver App or fleet dashboard, turning parking into a planned and predictable step in route execution.

Here’s how the system work:

1. **Find:** The dispatcher or driver searches for a parking location in the TRAVIS network – available spots, security features and facilities are visible up front.
2. **Book:** A parking slot can be reserved in advance – ensuring that the vehicle has a space waiting at the end of a long drive.
3. **Pay:** Reservations and on-site service costs are easily paid with the **Eurowag Go card** and consolidated into a single invoice in the Eurowag Client portal.



This Find-Book-Pay

flow replaces uncertainty with structure – a fundamental shift in how carriers approach overnight stops.

Optimized operational control

By integrating truck parking booking into fleet planning with Eurowag and TRAVIS, companies transform parking from an operational uncertainty into a controlled, predictable process, gaining:

- ✔ Guaranteed parking availability on key routes
- ✔ Visibility of security level before arrival
- ✔ Reduced time spent searching for space
- ✔ Lower stress levels for drivers
- ✔ Centralized payment and simplified accounting

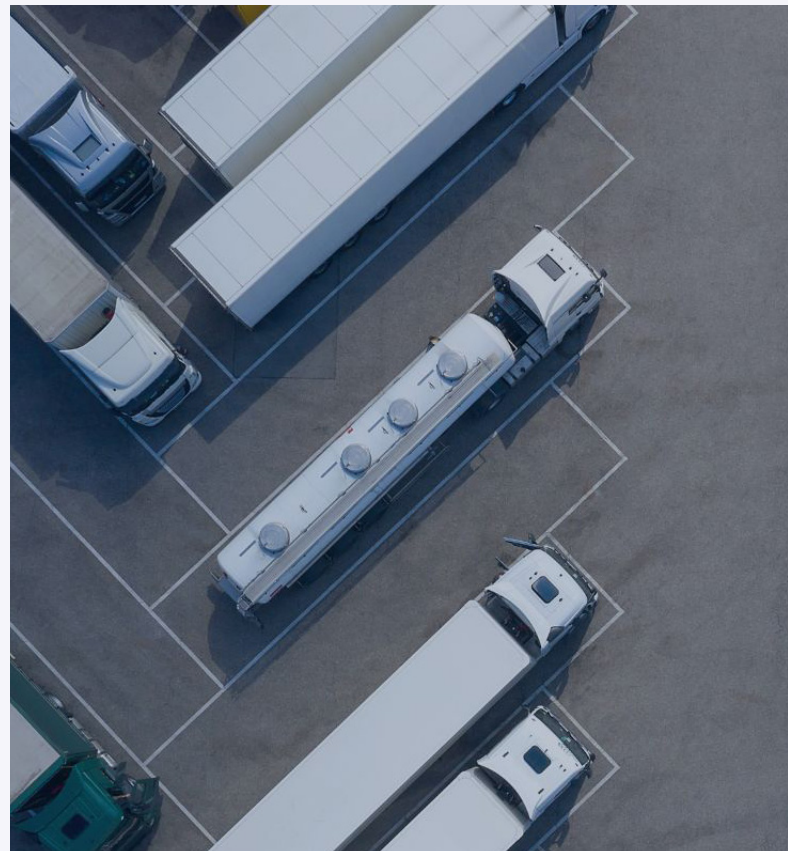
Parking becomes part of structured route planning, aligned with driving time regulations, delivery schedules and next-day loading requirements.



But the partnership goes beyond parking. Through the TRAVIS Road Services platform, carriers also gain access to a broad European network of additional services, including:

- ✔ Truck wash facilities
- ✔ Trailer and tank cleaning stations
- ✔ Maintenance and repair services

These services can be searched, booked and paid for digitally, just like parking. This creates one unified system for managing essential roadside operations.



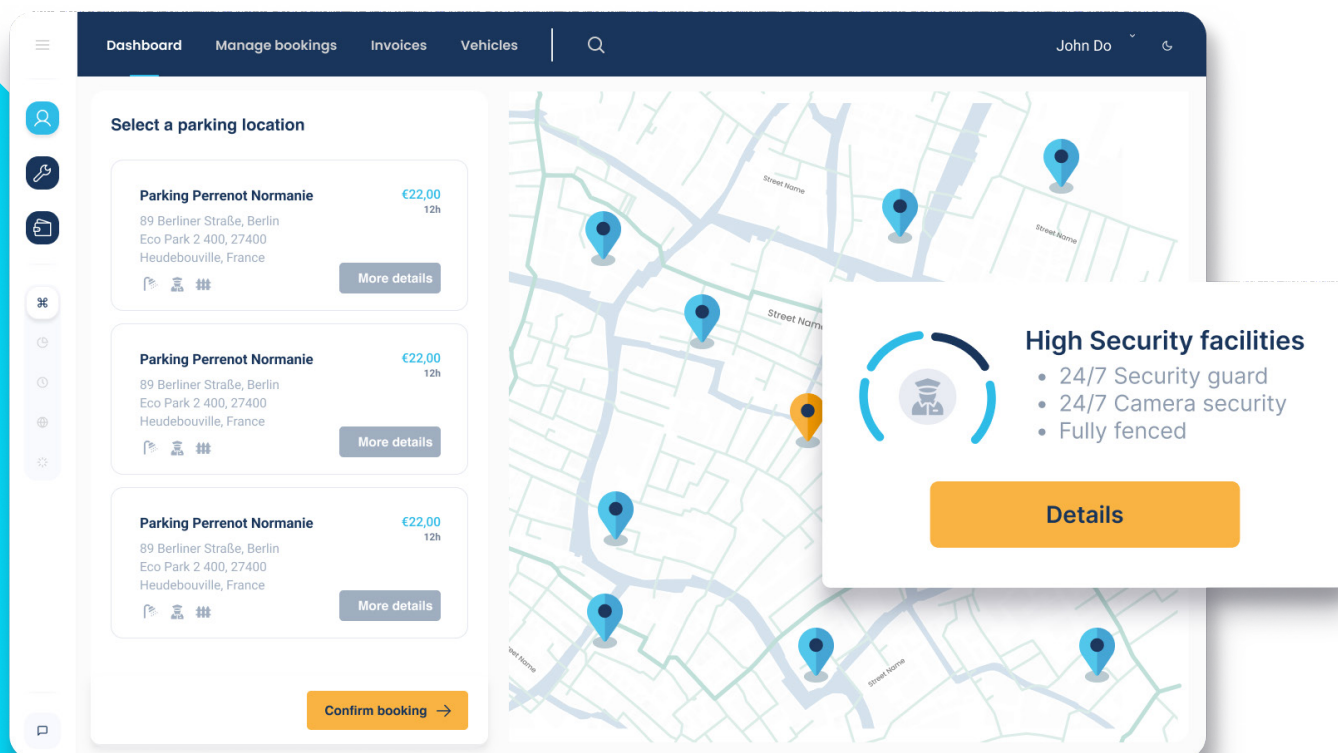
Optimized operational control

Operational visibility remains high. Fleet managers monitor bookings through the TRAVIS Dashboard or Driver App. Drivers simply present a QR booking code upon arrival – no paperwork, no manual registration.

Financial administration is equally streamlined. All booked services – parking, truck wash and repairs – are consolidated into one period invoice via the Eurowag Client portal. There is no need for cash payments, individual expense claims or receipt reconciliation.

For fleets operating across Europe, this digital consolidation reduces administrative workload, improves cost transparency and strengthens spending control.

Combined with Eurowag's integrated services (including fuel cards, toll solutions and telematics) parking management becomes part of a broader operational ecosystem.



8. Conclusion

Safe truck parking in Europe remains a structural challenge. Infrastructure expansion takes time. Regulatory harmonization is gradual.

However, the industry is no longer passive.

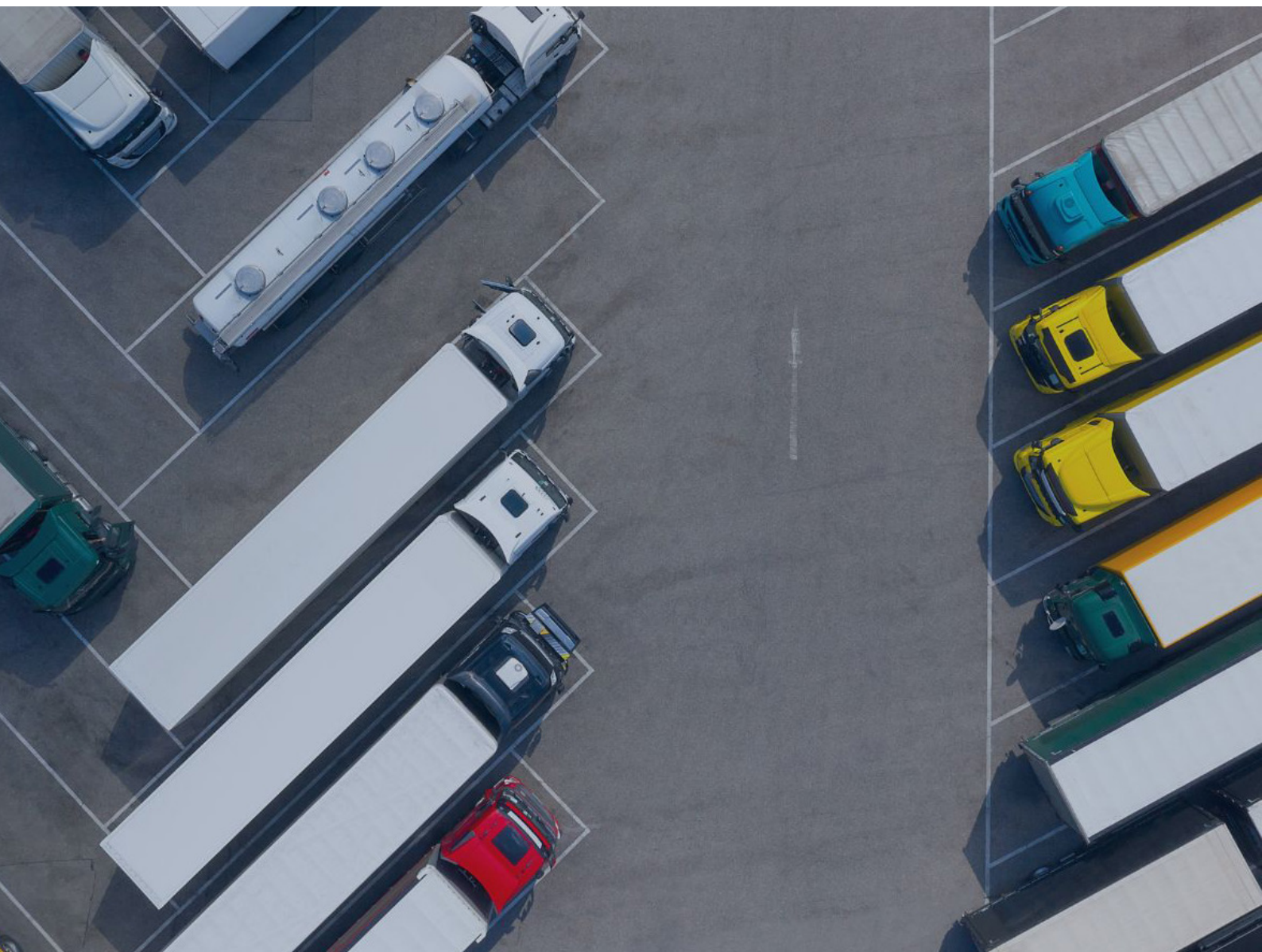
Digital platforms, shared depot models and integrated payment solutions demonstrate that scalable improvement is possible without waiting for large-scale public investment.

For fleet operators, the question is no longer whether the parking shortage exists.

The question is whether parking remains an uncontrolled daily risk, or becomes part of structured operational strategy.

With coordinated initiatives such as the Eurowag and TRAVIS partnership, the industry is moving towards predictability, security and improved working conditions.

That shift may be gradual, but it is real.



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