

Secure Parking Areas – Combating Crime in Road Transport

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International Transport Forum

**Inland Transport Security Discussion Forum
15 February 2013, Palais des Nations, Geneva**

International Transport Forum

- ▶ An **Intergovernmental Organisation** with 54 Member countries focussing on transport
- ▶ A **think tank** for global transport policy issues
- ▶ An **annual summit** of Ministers and stakeholders

Outputs

- ▶ **Key Messages** from Transport Ministers, policy **Recommendations** and **Resolutions**
- ▶ Research **reports, publications, data, Round Tables**, conferences...
- ▶ **Multilateral Quota** of transport Licences (ECMT)

www.internationaltransportforum.org



Work on Transport Crime

1997

Report and Recommendations on:

- ▶ **Theft of Goods and Vehicles**
- ▶ **Fraud in Road Transit Systems**

1999

Follow-up Report & Recommendations on:

- ▶ **Theft of Goods in Rail and Road Modes**
 - ▶ **Transit Fraud**
 - ▶ **Illegal Immigration**
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Work on Transport Crime (Cont.)

2001

- ▶ **Statistical Report on Theft of Goods & Vehicles**
- ▶ **Recommendations on Improving Security for Vehicles**

2002

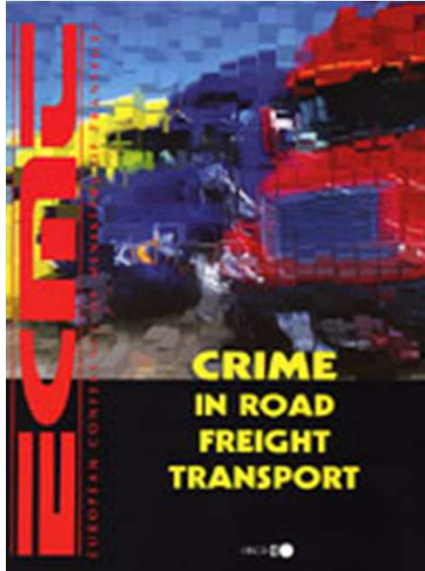
- ▶ **Report & Recommendations on Transport and Terrorism**

All Reports & Recommendations available on ITF Website:

<http://www.internationaltransportforum.org/europe/ecmt/crime/crimedocs.html>



Work on Transport Crime (Cont.)



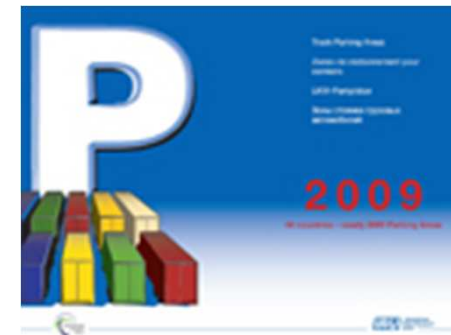
Publications:

Crime in Road freight transport, 2002

Joint ITF/IRU handbook on Truck Parking Areas: several updates

Last publication - 2009:

44 countries, 2000 parking areas



Attacks on Drivers of International Heavy Goods Vehicles (Joint ITF-IRU Study, 2007)

Security = major concern across transport and logistics chain:

- ▶ **theft of goods, vehicles,**
- ▶ **illegal immigration,**
- ▶ **smuggling of goods...**
- ▶ **Violent attacks on truck drivers a growing problem ...**
- ▶ **Until recently, anecdotal evidence only**



**Attacks on Drivers of
International Heavy Goods Vehicles**
Survey Results



Problem is complex:

- ▶ **Multitude of actors involved:** drivers, companies, police/law enforcement agencies, authorities, trade associations, unions, insurers, truck parking operators, etc.
- ▶ **Reporting, recording and monitoring** = weak in most countries.
- ▶ **Measures to combat crime** = not or hardly implemented.

Objectives

- ▶ Better **ascertain nature and scale of the problem**; What **government** is doing
 - ▶ **Explore** methods used, costs (commercial loss, human suffering)
 - ▶ **Propose practical recommendations** for stakeholders
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Methodology

- ▶ Survey of international HGV drivers, managers
- ▶ Survey of competent authorities (via Ministries of Transport)
- ▶ Special inquiries to transport companies (248 responses) and
- ▶ Trade unions (limited no. of responses)
- ▶ Desk research on several issues including incidence of gas attacks on drivers


Several persistent factors hinder robustness of information:

- ▶ Lack of systematic driver/company reporting and recording of attacks means Authorities may not be fully aware of the scale of the problem.
- ▶ With the exception of several countries focusing on the problem (UK, Netherlands) : lack of consistent, targeted data collection/ monitoring on the part of authorities.
- ▶ Inadequate police investigation/follow-up in many countries.
- ▶ Better reporting & recording of attacks, data collection and monitoring needed!

Key Results – Drivers

- ▶ 1 in 6 (or **17%**) of drivers attacked in the past 5 years (30% more than once).
 - ▶ **21%** of drivers physically assaulted;
 - ▶ **32%** of attacks involved the use of gas (approx. 1 in 3 of attacked drivers!)
 - ▶ **42%** of attacks in **truck parking areas**;
 - ▶ **19%** at motorway lay-bys
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Key Results – Drivers

- ▶ 30% did not call the police: Why?
 - ❖ lack of trust in authorities (12%),
 - ❖ language difficulties (5%)
 - ❖ fear of consequences (1%)
 - ❖ authorities paid “no attention” (21%)
 - ❖ arrest of the criminals (2%)
 - ▶ 35% of drivers: attacks had affected their working life; 25% -- attacks had an impact on personal life; 9% seeking medical and/or psychological attention.
 - ▶ 18% reported adequate company support in case of attacks
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Financial Loss

- ▶ **Loss per incident** (TruckPol, UK, from over 6'000 cases):
app. Euro 40,000
 - ▶ **476 recorded attacks** identified (Face-to-Face interviews);
theft in 60% = 286 cases
 - ▶ **Loss for 286 cases:** est. **Euros 12,000,000** (286*40,000),
plus personal belongings
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Recommendations

For all stakeholders:

- ▶ Improve the **reporting, recording and monitoring** of attacks on drivers of heavy goods vehicles
 - ❖ This concerns **drivers, police/ law enforcement/ transport companies**
 - ❖ Government needs to provide **the policy and legislative framework**
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Recommendations

For Authorities:

- ▶ **Develop a policy, legislative framework** for better reporting, recording and tracking attacks on drivers;
 - ▶ Establish a road **freight crime unit to oversee** this issue across the country, serve as a contact point.
 - ▶ Initiate, assist and facilitate the **establishment of a network of safe and secure truck parking facilities** -- especially along key routes;
 - ▶ Establish **incident reporting and recording** structures for authorities at all levels;
 - ▶ Provide **intelligence/information and advice** to police officers, transport companies and drivers on trends...
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Recommendations

For national transport and trade associations:

- ▶ Raise awareness with member operators of attacks on drivers;
 - ▶ Promote guidelines for risk prevention and problem solution with members;
 - ▶ Support and harmonise training activities on security-related issues;
 - ▶ Cooperate with government authorities including national police and law enforcement agencies...
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Recommendations

And last but not least – for drivers :

- ▶ Be aware of the risk of attacks to ensure personal safety, health and security as well as to protect the vehicle and its load – including personal effects;
- ▶ Exercise all recommended guidelines to minimize risk of attack;
- ▶ Report all attacks to local police / authorities, your company.

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Thank you

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