Public/Private actions in the Netherlands

• By: Werner Postma ([postma@stavc.nl](mailto:postma@stavc.nl))

• On behalf of two Public / Private platforms:
  – Foundation for Tackling Vehicle Crime (9 org.)
  – Covenant Transport Crime (13 org)

• Slides delivered by
  – Min of Transport: Bob Oudshoorn
  – Secure Lane Org: Peter van den Enden
  – ParckR project: Tom van de Ven
  – and more ....
Content

• Historical overview: 3 covenants
  – 2010 >>> 2013
  – 2013 ++ (being prepared)

• Some highlights from within the covenants

• Connecting developments ‘outside’ the covenants

• Some conclusions
By: Bob Oudshoorn
Min. of Transport etc.

1st Covenant

PREVENTION CRIMINALITY IN ROAD TRANSPORT
Covenant Tackling Crime in Road Transport Sector

- 50% of the enterprises are harmed

- Total *reported* yearly loss in the Netherlands
  - M€ 150 in 2002
  - M€ 300 in 2008

- 7th October 2004 Covenant was signed

- Target reduction share transport sector
  - 2006: 10% reduction
  - 2008: 25% reduction
Covenant Tackling Crime in Road Transport Sector

Subscribers:

- Ministries: Economical Affairs (leading), Justice, Interior, Transport
- Industry: national associations of shippers and transporters
- Others:
  - Association of Insurance Companies.
  - Netherlands Distribution Land.
Issues / Engagements

1. Analyse road transport sector (Transport – Economical Affairs)
2. More safe parking areas (Transport)
3. Training, crime prevention, information (EVO)
4. Platform for location-specific services based on Cell Broadcast (Economical Affairs)
5. Staff (TLN)
6. Promoting and advancing tracking and tracing (TLN)
7. Crime reduction based on the chain approach (NDL)
8. Report checklist (NPI)
9. Transport and Logistics Quality Mark (TLN)
## Issue 1: analysis sector

**highlight 1st Covenant**

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<thead>
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<th></th>
<th>individual transport enterprises</th>
<th>coordinating industrial organisations</th>
<th>shippers</th>
<th>insurance companies</th>
<th>training institutes</th>
<th>employment agencies</th>
<th>Ministry of Transport</th>
<th>Ministry of Economic Affairs</th>
<th>Police / Justice</th>
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## Issue 1: analysis sector

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<th>Other Technical Tools</th>
<th>Individual Transport Enterprises</th>
<th>Coordinating Industrial Organisations</th>
<th>Shippers</th>
<th>Insurance Companies</th>
<th>Bureaus with Special Expertise</th>
<th>Ministry of Transport</th>
<th>Ministry of Economical Affairs</th>
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<th>Police</th>
<th>Municipality</th>
<th>Registration Office</th>
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Issue 2: parking areas
Top 20 of most insecure P.A.

highlight 1st Covenant

The Minister of transport decided to establish a list of 20 most insecure parking areas along the highways

Topics: capacity and crime prevention

Combined action of government (Ministry of Transport – Internal Affairs – Justice), industry and insurance companies.
Top 20 of most insecure parking areas
Top 20 of most insecure parking areas

3 pilots:

- Border parking area Venlo
- A67 corridor (camera surveillance)
- Lonnekermeer

- Trafic police assess the developments on the parking areas
2nd Covenant

December 9, 2009: Transport Covenant
13 parties, highest level committed by their signature
Over 30 actions / projects

• Each project
  – Goal well defined in the covenant
  – One of the partners responsible for the action
  – ‘Co-Responsible’ partners listed
Project Monitoring, statistics and analysis

example 1

Coördinator: Foundation for tackling vehicle crime
Other involved organizations: all 13

Actions:
- harmonized definitions of transport criminality.
- improvement of quality of crime reports
- umbrella organizations encourage members to provide more / all crime reports
Project Companies and Company Grounds

Coordinator: “shippers association” EVO
Other involved organizations: 6 out of 13

Actions:
- information and advice to transport companies
- cooperation with local authorities: safe parking places
Secure Parking

example 3

Coordinator: Ministry of Transport
Other involved organizations: 7 out of 13

Actions:
- development national policy safe parking places
- evaluation improvement 20 least secure P places
- development safe parking places, certification EU standard (Label)
- encouragement use of safe P places
Chain approach

example 4

Coordinators: TAPA en AVc Foundation
Other involved organizations: 8 out of 13

Actions:
- development supply chain model with preventive measures
Internal criminality

Coordinator: transport branch
Other involved companies: 7 out of 13

Actions:
- standard model recruitment personnel
- awakening sector to internal criminality
- encouragement to report internal crime
• Etc.
3rd Covenant

Preparations on-going
Must keep up with / get ahead of criminals
Battle continues

Main issues:
• Assurance of achieved situation, processes, ....
• Further developments of many aspects
• Development actions against ‘cyber crime’
• Continuation of cooperation
Meanwhile... (1)

- Label schema for secure parking
- Funded by EU
- Covenant partners participated
- 2009: Task Force in NL to encourage TPA operators
- Scheme launched December 2010
- Label scheme now managed by IRU / ITF
- In NL 25 certified truck parkings
- And a national committee for the Label assessment and formal certification
Meanwhile ... (2)

The ‘Secure Lane’
Organisation characteristics of the Secure Lane

- Information-sent security chain, aimed at the prevention of chain- and system failures.
- From reactive to proactive (Stop Crime!).
- Cooperation between public and private partners.
- Organize collective (regionally) security by private public partners.
- The cameras on the public and private parking lots are connected to the business parks, inner cities etc.
- Live camera surveillance from the Regional Monitor Room.
- Direct connection and transfer of info to the control rooms of Police, Fire brigade and Health Services.
Technical characteristics of the Secure Lane

The combination of automatic license plate recognition cameras and dome cameras. We use a fiber network.

Static information from the ANPR cameras and dynamic information from the dome cameras are combined in the RMR.
The first public Secure Lane

A corridor approach to intelligent video surveillance between Venlo and Rotterdam. These cameras are watched live in the Regional Monitoring Room. There is a direct connection with the control room from Police, Fire brigade and Health services.
The results of de public and private Secure Lane

- The public and the private domain is safer.

Public in 2010 reduction in crime of 74 to 4 incidents
Public in 2011 reduction in crime 4 to 2 incidents
Public in 2012 reduction in crime 2 to 1 incident
note: the criminals are detained by the police

Private truck stop “Heierhoeve”. The system has been operational since November 2011.
In 2010 there were 31 incidents. The damage amounted € 3.100.000 in 2011 there 43 incidents and the damage amounted € 4.300.000
From November 2011, the system is operational.
The damage is 0!
Meanwhile ... (3)

By Tom van de Ven
Parckr - The Idea

- **Floating vehicle data (FVD) as base data**
- Computer model estimates/predicts occupancy rates
- Smartphone App
  - Presents info to drivers
  - Collects FVD and community feedback
Parckr - The App

• Available in Dutch, English, French, German and Polish
  – Estimated time of arrival
  – Expected occupancy at arrival
  – Facilities and real time diesel price
• When parking - share information!
  – Current occupancy
  – Driver’s bulletin board
Parckr Pilot

- Key transport corridor EU
- 17 public rest areas
- 3 truckstops
- Free App
- 6 months trial
Pilot - The Findings

- The concept works!
  - Estimates and predictions are accurate enough
- Truck drivers enthusiastic, but
  - Coverage of key EU corridors needed
  - Need more community functionality
  - Low willingness to pay
Next Steps

• Secure funding
• Develop and test business models
• Roll-out on key EU corridors

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The Council adopted the following resolution:

"THE COUNCIL OF THE EUROPEAN UNION,

HAVING REGARD to the work done under the SETPOS and LABEL projects, as instructed by the European Commission’s Directorate-General for Mobility and Transport, and having considered the..."
Keys to success

• Public and private cooperation
• Partnership in sharing
  – problem ownership
  – definitions of the problem
  – responsibilities
  – information
  – will to solve the problem
• Independent secretariat and chairmanship