Tackling cargo theft

UNECE Inland Transport Security Discussion Forum – Secure Parking Areas

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General Delegate
IRU Permanent Delegation to the EU
This is the IRU
Evolution of IRU Membership

2013: 170 Members in 74 countries

…and 26 CRIPA Members in 22 countries
Working conditions and crime

- **Truck Drivers, Transport Operators, Parking Area Managers**
  - Stringent social legislation that sometimes even forces truck drivers to stop on hard shoulder or in unsecure areas!
  - High risk being targeted, together with their vehicle and cargo, by organised crime!
    - 1 in 6 drivers have been attacked over the last five years!
    - 74% of attacks occur in parking areas, lay by’s or service areas
    - Direct financial loss from attacks and theft above 7 Billion euro!
  - A significant lack of parking areas and / or parking slots, even along major international highways / motorways;
  - The frequently insufficient quality of available parking areas from the point of view of safety, security and comfort;
Attack locations

- Parking: 42%
- Service area: 19%
- Lay-by: 13%
- Other: 14%
- Unknown: 11%

* primary attacks (476)
Preferred crime targets

- 62.6%: vehicle and/or load
- 43.28%: and/or personal items
- 15%: and/or transport docs

*primary attacks (476); figures overlap
Response from IRU / ITF - TRANSPark

- IRU: data collection since mid 90s (+15 years!)
  - Location and main features
- International Transport Forum: verification by Ministries of Transport
- Last paper version 2009: 44 countries, >2000 sites

- TRANSPark: Launch September 2009

Largest challenge:
Collection of parking data and maintenance of these!
What is TRANSPark?

www.iru.org

- Interactive free of charge internet application to ensure secure parking stays for drivers and cargo.

- Free of charge application to:
  - Register location, security and comfort level (parking area operator)
  - Plan safe and secure transports and search parking areas/safe heavens (haulier/driver)

- Free one-stop shop for assisting drivers and transport company managers (Internet & Smartphone)
### Based on agreed Security Standards for Truck Parking areas

<table>
<thead>
<tr>
<th>Security Level 1</th>
<th>Providing the Basics</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Lock icon]</td>
<td>Level 1 Truck Parking Areas (TPAs) offer some basic security features. A requirement is that the site is recognizable as a parking area. Driving and pedestrian areas are well-lit. Elementary security checks take place.</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Security Level 2</th>
<th>Technical Measures to Improve Security</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Lock icon]</td>
<td>Security level 2 adds to the level 1 requirement that the TPA is either surrounded by a continuous fence or that there is a CCTV system that monitors the perimeter. The parking is well-lit. Vehicles that are allowed to park are indicated by a sign. A CCTV monitors entrances/exits. Security checks take place by TPA staff or a professional organisation. CCTV images are clear and stored safely.</td>
</tr>
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<table>
<thead>
<tr>
<th>Security Level 3</th>
<th>Security Measures are Combined, Access of Persons Restricted</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Lock icon]</td>
<td>Security level 3 adds to the level 2 requirement that both a fence and a CCTV system monitoring the perimeter need to be in place. The site is set up for good visibility. Constant measures are taken to keep the fence in a good condition. Only truck parking users or staff are allowed access. Criminal incidents are reported.</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Security Level 4</th>
<th>Real Time Monitoring of Vehicles and Persons by Professional Staff</th>
</tr>
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<tbody>
<tr>
<td>![Lock icon]</td>
<td>Security level 4 adds to the level 3 requirement that on-site or remote staff monitor vehicles and pedestrians real time. Registration of vehicles and drivers takes place. Guards and staff are trained professionals, their references are checked. They are equipped to be able to react quickly to an alarm situation. Pre-booking is possible. Gates are closed.</td>
</tr>
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<table>
<thead>
<tr>
<th>Security Level 5</th>
<th>Verification of Vehicles and Persons by Professional Staff, Site Manned Around the Clock</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Lock icon]</td>
<td>Security level 5 adds to level 4 that the site is manned around the clock. The identity of all vehicles or persons that enter is verified and logged. The fence is equipped with an anti-intrusion system and protected against a truck intentionally driving through. CCTV covers the entire area of the TPA.</td>
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</table>
## Based on agreed Service Standards for Truck parking areas

<table>
<thead>
<tr>
<th>Security Level 1</th>
<th>Providing the Basics</th>
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</thead>
<tbody>
<tr>
<td>![1 star]</td>
<td>Level 1 Truck Parking Areas (TPAs) offer some basic service features: toilets, water taps, waste bins. Walking and driving across the area should be safe.</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Security Level 2</th>
<th>Also Providing Washing Facilities and a More Convenient Lay-out of the Parking Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>![2 stars]</td>
<td>In addition to the service criteria of Level 1, Level 2 Truck Parking Areas (TPAs) offer washing facilities and a more convenient lay-out of the parking area. Level 2 is more geared to a truck driver making a longer stop. Moreover, service Level 2 is an intermediate category between Level 1 (basic) and Level 3 (providing a much broader range of services).</td>
</tr>
</tbody>
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<tr>
<th>Security Level 3</th>
<th>Providing Service for Personal Hygiene and Shop/ Fuel Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>![3 stars]</td>
<td>In addition to the service criteria of Level 2, Level 3 Truck Parking Areas (TPAs) offer more services, of which the most important: showers, a shop and a fuel station.</td>
</tr>
</tbody>
</table>

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<tr>
<th>Security Level 4</th>
<th>Providing Full Service for Driver and Vehicle.</th>
</tr>
</thead>
<tbody>
<tr>
<td>![4 stars]</td>
<td>In addition to the service of Level 3, Level 4 Truck Parking Areas (TPAs) offer more services, of which the most important: a snack bar, laundry, spare parts shop and leisure facilities.</td>
</tr>
</tbody>
</table>

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<tr>
<th>Security Level 5</th>
<th>Providing the High End of Comfort Levels</th>
</tr>
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<tbody>
<tr>
<td>![5 stars]</td>
<td>In addition to the service of Level 4, Level 5 Truck Parking Areas (TPAs) offer more services, of which the most important: a restaurant, truck wash, electricity and snow/ice removal equipment. Level 5 is the highest comfort level.</td>
</tr>
</tbody>
</table>
TRANSPark in 42 countries
(26 EU + CH, 9 CIS, 4 Balkan, T, IR)
TRANSPark data entry & self assessment tool for parking owners

- **Self Assessment tool to assist the parking owners to determine the security and comfort norm for the individual parking areas – possibility to perform certification (voluntary)**
TRANSPark Route Planner & Radius
Search for planners and drivers

Plan your route

2 lock secure Parking sites around London
Users can report back via complaint desk

- Complaint feature available for each TPA
- Complaints managed by IRU and the International Assessment Committee
International Assessment Committee established to support

Objectives:
- Ambassadors to ensure the inclusion of all parking areas
- Forum to discuss future developments of TRANSPark
- Caretakers of the overall quality of the system and information provided
- Supervise the procedure of control
- Key stakeholders as members IRU, ITF, DG MOVE, ETF, ESPORG, TAPA, ERF, Ministries from NL, B, UK, N...

Tasks:
- Liaise with national assessment committees
- Control procedures / Complaint handling
- Creating requirements towards certifiers and maintain a list of certifiers that are qualified/mandated to certify parkings
- Update comfort and security levels if needed
- ...
Problem to overcome now

Availability and access to information on the location of parking areas!

- EU Initiative to ensure that at least EU Member States make available parking information to users – great, but when will information be available and what happens outside the EU?

In the meantime:

- Authorities (Min. Transport, Min. Home Affairs, Road Directorates, Traffic Police…) and parking area owners (also private) should register on TRANSPark and upload location and security/service level.

- Authorities and all relevant stakeholders should join up in national parking area assessment committee and be present in the IRU/ITF run International Assessment Committee.
Next steps

Working together to extend and improve TRANSPark:

- **Standardised specification, protocol and interface** should be developed to facilitate the exchange of data between public and private parking owners and TRANSPark – European Commission initiative will show the way!

- Ministries of Interior or enforcement community should provide crime black spots to the International Assessment Committee to determine where to invest in more secure parking areas and increase policing
  - Police parking areas efficiently!
  - Provide information about and feedback concerning parking areas

- Parking space availability information should be provided via a standardised specification, protocol and interface

- **Availability & Reservation system** could then be developed

**BUT ALSO**
- Clamping down on black markets for stolen goods and materials...
Drivers and fleet operators:
• Locate 4,000+ parking areas in 40+
countries
• Search by country, within a 200km
radius or along planned routes
• Check security and comfort levels
available in parking areas
• Add parking information and submit
feedback
• And many more useful services!

TPA owners and authorities:
• Add and promote their parking area
• Claim ownership of a parking area
already listed in TRANSPark
• Submit or update information on their
parking area
• Self assess their parking area
security and comfort levels
• Get certification for their parking
area

www.iru.org/transpark
Working together for a better future