



Ministerie van Verkeer en Waterstaat

PREVENTION CRIMINALITY IN ROAD TRANSPORT

**Ministry of
Infrastructure and
the Environment**

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Experiences in the Netherlands

- **Part 1: General approach transport crime in the Netherlands**
 - ✓ 2 covenants (2004 – 2009)
 - ✓ Cooperation between the parties
 - ✓ Top 20 most insecure parking
 - ✓ Results - State of the art
 - ✓ Future developments

- **Part 2: Secure lane Criminee!**
 - ✓ Experiences secure lane (Peter van den Ende)



Covenant Tackling Crime in Road Transport Sector I

7 October 2004

- **50% of the enterprises are harmed.**
- **Total *reported* yearly loss in the Netherlands: M€ 300 in 2008.**
- **Objectives and main projects**
 1. Analyse road transport sector (Transport – Economical Affairs)
 2. More safe parking areas (Transport)
 3. Training, crime prevention, information (EVO)
 4. Staff (TLN)
 5. Promoting and advancing tracking and tracing (TLN)
 6. Crime reduction based on the chain approach (NDL)
 7. Report checklist (NPI)
 8. Transport and Logistics Quality Mark (TLN)



Issue 1: analysis sector

	individual transport enterprises	coordinating industrial organisations	shippers	insurance companies	training institutes	employment agencies	Ministry of Transport	Ministry of Economical Affairs	Police / Justice
safe parking places									
training, crime prevention and communication									
Cell broadcast									
procedure for recruitment and selection									
track and trace									
crime prevention in the chain									
checklist reporting crime									
quality mark transport and logistics									



Issue 2: parking areas

- **passive security (parking areas and vehicles)**
- **active security (supervision and safe behaviour).**
- **adequate follow-up in the event of alarm calls.**

- **(Pre LABEL) Analysis representative parking areas with:**
 - ✓ Transport sector and car park managers
 - ✓ Extra facilities: needs and possibilities

- ***Recommendations:***
 - ✓ *Light, sight, green space for open, public parking places*
 - ✓ *Extra (paid) facilities: gates and fences, (camera) surveillance*



Covenant Tackling Crime in Road Transport Sector II

The covenant is signed the 9th of December 2009 by

➤ **Ministries**

- ✓ Economical Affairs (leading), Justice (including public prosecution), Interior (Police), Transport.

➤ **Public Private**

- ✓ Foundation for Tackling Vehicle Crime.

➤ **Industry**

- ✓ EVO, KNV, TLN.
- ✓ TAPA and Air Cargo Netherlands.
- ✓ Association of Insurance Companies.



Covenant Tackling Crime in Road Transport Sector II



Signed the 9th of
December 2009



Covenant Tackling Crime in Road Transport Sector II

1. Monitoring:

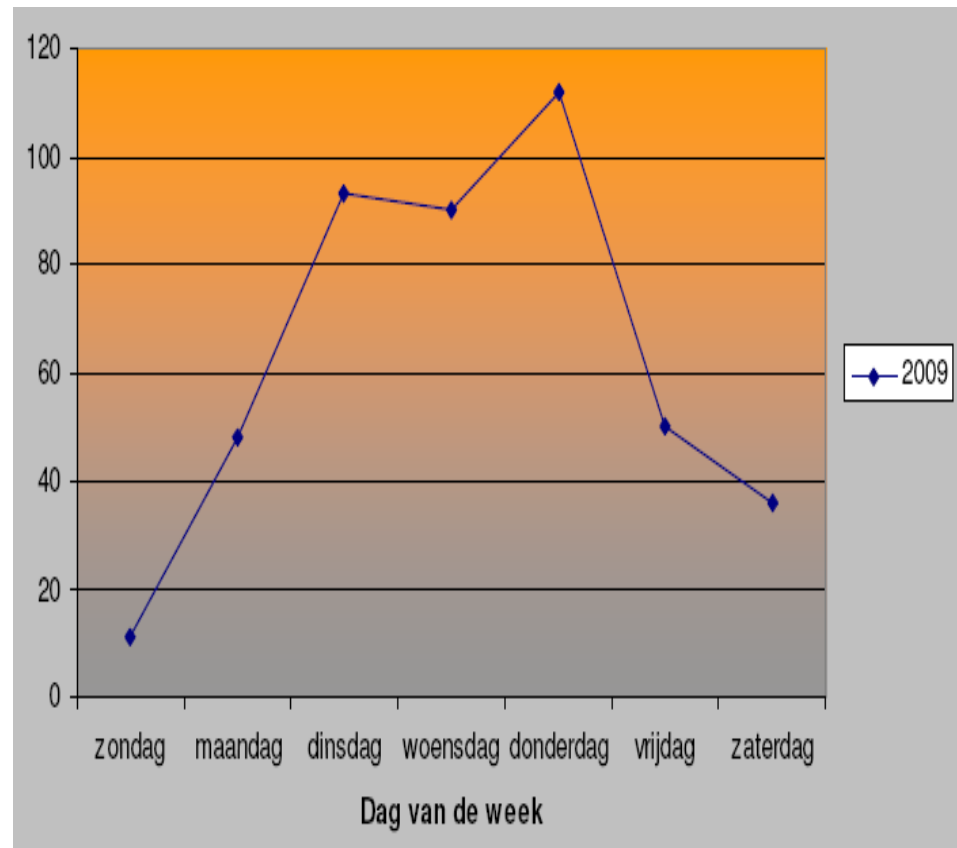
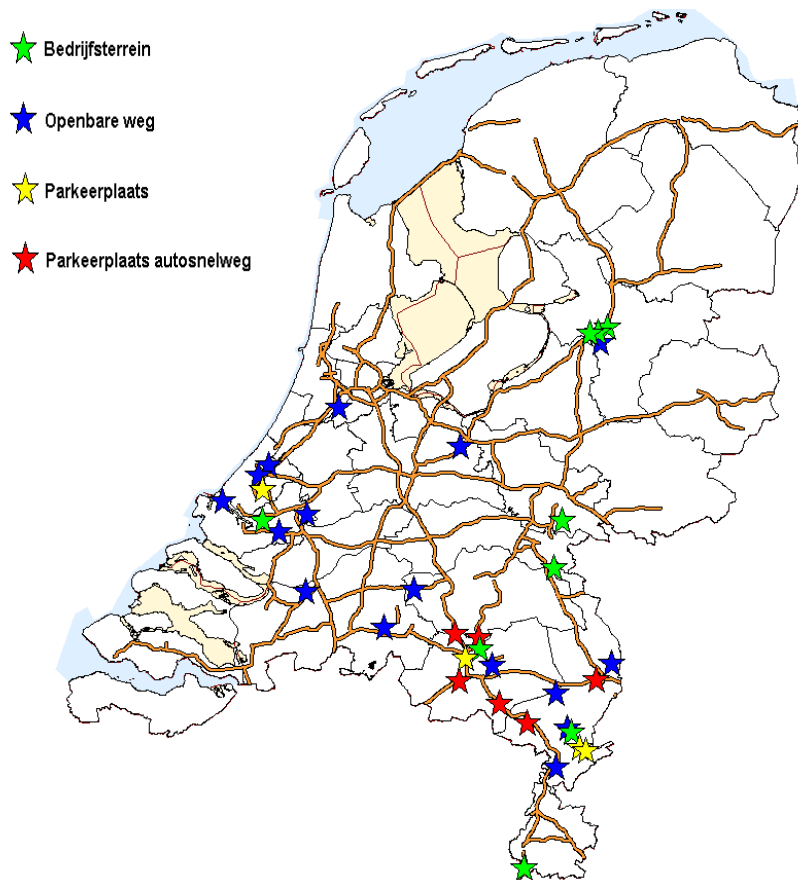
- Information, reporting, data and analyses, definition,
- Including willingness to declare theft.
- Provides basic information for prioritisation action

2. Prevention:

- Business parks, secured and labelled parking areas
- Internal criminality (warning list)
- Supply chain (risk development)
- Quality mark, parking areas,



Covenant Tackling Crime in Road Transport Sector II





Covenant Tackling Crime in Road Transport Sector II

3. Repression

- Special public prosecutor cargo theft
- Coordinating police unit for statistics and assistance
- Possible priority to theft from undertaking that have taken preventive measures
- Decoy truck

4. International

- Transport and (combating) crime are international.
- Application of tested LABEL criteria
- Belgium initiative for resolution on secured parking places
- Future cooperation remains necessary



Top 20 of most insecure parking areas

Aim: reduce crime prevention and increase capacity





Results EU wide, national and top 20

➤ EU legislation:

- ✓ EU directive 2003/59 professional competence
- ✓ EU regulation 561/2006: driving and resting times
 - Guidance note 1: reach a suitable secure parking place

➤ Evaluation

- ✓ Preventive measures: initiatives by all partners
- ✓ Internal criminality
- ✓ Role and responsibility of the stakeholders becomes clear

➤ Evaluation of top 20 and 3 pilots

- ✓ Waterbed effect
- ✓ Open and free market – conditions of competition
- ✓ A67 corridor (secure lane / camera surveillance)
- ✓ Lonnekermeer
- ✓ Venlo: Border parking area (no parking problems during building period)



Results EU wide, national and top 20

- **Parking places along the motor ways**
 - ✓ Limited space with limited facilities
 - ✓ Breaks and possibly overnight stays
 - ✓ No long term parking for truck

 - ✓ Improve utilisation (German experiences)
 - ✓ Improve use by communication and information

- **Extra facilities and security: other areas**
 - LABEL certified parking places

- Final evaluation is ongoing and will be included in a policy document to the parliament.



Future ?

Proposal to the Minister to provide her view on:

- ✓ **Choices and assessment** of role, tasks and responsibilities of the government and the stakeholders.
- ✓ **Levels of security provided on public parking places.**
 - Light and sight for the 331 parking places.
 - Prevent disturbing conditions of competition with private investments.
 - Attention to required capacity on the motorways / neighbouring roads.
- ✓ **Investments in Better utilisation by communications / information**
 - A67 project in cooperation with Germany, Belgium and France
 - ITS directive and Easyway.
- ✓ Research on **improved exploitation and maintenance concepts** PPP.
- ✓ **Road sign** to LABELed and certified parking places.



How to find these places: traffic sign?





Tackling Crime in Road Transport Sector

Shared responsibility:

➤ **Infrastructure**

- ✓ vehicles / physical security / protected (parking) areas

➤ **Code of conduct**

- ✓ driver / personnel / crew
- ✓ driving and resting time / professional competence

➤ **Police**

- ✓ Follow up / prosecution

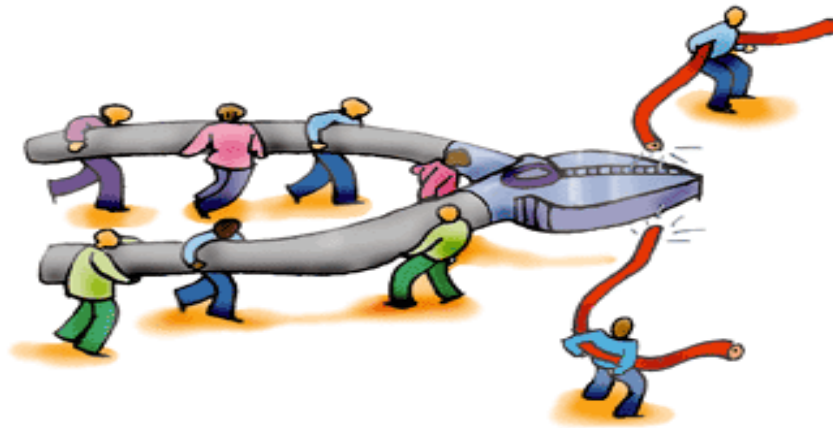


Future steps combatting transport crime

- **Framework** for crime prevention is available for shipper, transport company, insurance company, driver, operator.
- **Use the network** and stimulate further developments
 - Take into account the extra facilities that can be provided by private operators.
- At least in the Netherlands a result could be:
 - Undertakings which have put in place demonstrable preventive measures will be given priority by the Police or the Public Prosecutor over businesses which have taken no such measures in the event of equivalent circumstances.



Crime Prevention



A Shared Responsibility
For Industry and Government!!