

Truck Parking Conference Brussels 25-26 October 2010

WORKING TOGETHER TO COMBAT FREIGHT CRIME

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International Transport Forum

The International Transport Forum

- ▶ An inter-governmental organisation for transport
- ▶ A major meeting place for the transport sector
- ▶ A transport policy think tank linked to the OECD
- ▶ 52 Countries: 44 European States, Australia, Canada, India, Japan, Korea, Mexico, New Zealand, USA

www.internationaltransportforum.org

The annual Forum meeting

- ▶ Ministers, as well as leaders of industry, civil society, international organisations, research
- ▶ Focus on a key theme: Transport and Society in 2011
- ▶ Forum discussions advance and guide transport policy
- ▶ Over 800 participants, Strong media presence
- ▶ Forum Outputs
 - ❖ Key Ministerial Messages
 - ❖ In-depth analysis
 - ❖ Summaries of high-level discussions

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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

WORK ON TRANSPORT CRIME (Cont.)

2001

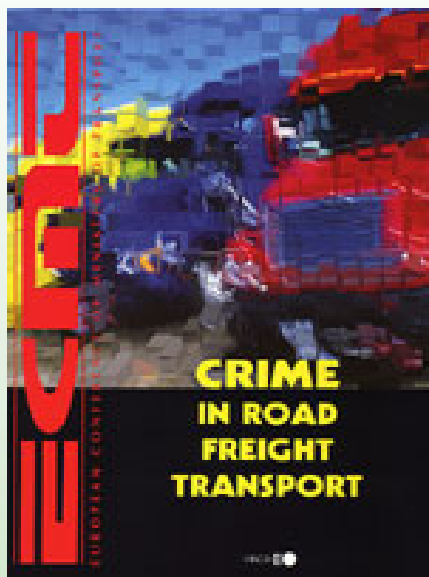
- ❖ Statistical Report on Theft of Goods & Vehicles
- ❖ Recommendations on Improving Security for Vehicles

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.)

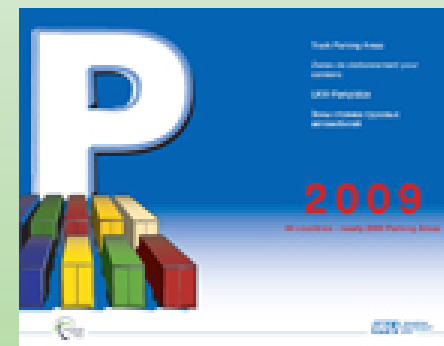


Publications

- ❖ Crime in Road freight transport, 2002

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

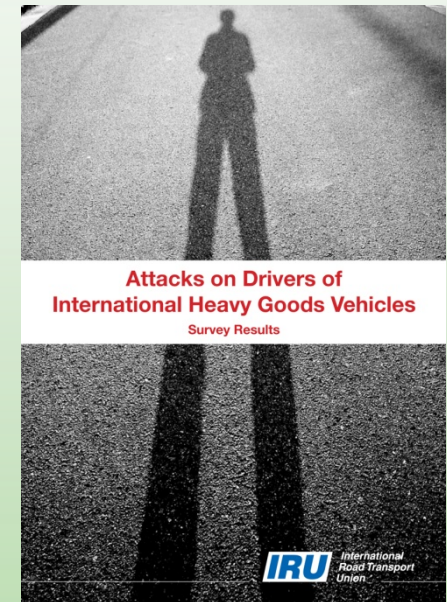
- ❖ Last publication - 2009: 44 countries, 2000 parking areas



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



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

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

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

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

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

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

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...

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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