

# Council of the EU perspective

Heading for more and safe truck parkings areas

Gunter CEUPPENS – 26th October 2010

# BE Presidency

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- Principle of rotating Presidencies
- BE: 1th July → 31th December 2010
- Chairing all Council meetings at all levels
- Fix priorities for 6 (18) months
- Preventing Cargo Theft by means of Secure Truck Parking Areas: high on the BE Pres agenda



# Security policy on a EU-level

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- Motivation:
  - High economic impact
  - International organisation of supply-chain
  - International type of crime
  - Added value of a EU coordinated preventive approach



# GENVAL WP

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- 27 Member States + EC + Europol
- Questionnaire (18 responses)
- Draft Council Resolution on « preventing and combatting road freight crime and providing secure truck parking areas »



# Draft Council Resolution

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- Referring to:
  - SETPOS & LABEL projects
  - ITS-directive (2010/40/EU)
  - Europol cargo theft report
- Convinced that:
  - One model is preferable
  - Positive effect on THB



EUROPEAN  
COMMISSION



# Draft Council Resolution

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- Aware of:
  - Shared responsibility public/private
  - Differences between Member States
- Calls on the EC:
  - To continue its efforts
- Encourages Member States:
  - To set up a multidisciplinary platform





# Draft Council Resolution

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- Encourages Members States:
  - To set up progressively a model for secure truck parking areas
- Calls upon:
  - Professional representative organisations to play an active role in the follow-up of this model of secure TPA's

# 1 model, 5 levels

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- Level 1:

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. Implementation of measures should comply with Member States' national legislation.



# 1 model, 5 levels

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- Level 2:

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.

Implementation of measures should comply with Member States' national legislation.

# 1 model, 5 levels

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- Level 3:

Security level 3 adds to the level 2 requirements that both a fence and a CCTV system monitoring the perimeter both 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.

Implementation of measures should comply with Member States' national legislation.

# 1 model, 5 levels

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- Level 4:

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. Implementation of measures should comply with Member States' national legislation.

# 1 model, 5 levels

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- Level 5:

Security level 5 especially 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.

Implementation of measures should comply with Member States' national legislation.

# Contact details

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