

IUMI Policy Agenda

15. Theft prevention / safe and secure parking places

Brief description

The European Union stated in a 2009 study that each year direct and consequential claims arising to an amount of EUR 8 billion are caused by theft from means of transport. Intrusion is the preferred modus of operation of cargo thieves, and trucks parked in unsecured parking locations are the main target. The fact remains that there are far too few secured parking areas. At the same time, the perpetrators are acting more and more in an organized fashion.

Both for cargo and forwarders' liability insurance, only effective loss prevention measures make some types of transport insurable. For example, the German Insurance Association (GDV) has developed a manual for the construction and operation of high-security truck parks, and the American insurance industry has developed data and recommendations on static and in transit cargo loss prevention as well as data on truck stop thefts pinpointing the locations of facilities victimized. The Transported Asset Protection Association (TAPA) has developed security standards¹ and makes these available with regular updates. In July 2018, TAPA also launched new Parking Security Requirements in an effort to raise the standards with the first 19 secure European parking sites signing up to join the programme. Information about secure parking areas are also available in several countries. Finally, recommendations on loss prevention are drafted to protect truck consignments from embezzlement.

In January 2017, the European Commission DG MOVE contracted Cross-border Research Association (CBRA) and TAPA EMEA to develop new security guidelines for the European freight transport sector. The new security toolkit "ROADSEC" was published in January 2018, providing clear operational guidance that will help truck drivers, haulage companies and other key stakeholders to address cargo theft, robberies, irregular migration, and terrorism on European roads.

IUMI has published a position paper with a statement of the more general concerns and needs of insurers. In addition to the current measures and continued theft prevention activities by the industry, IUMI urges the following actions for the prevention of cargo theft:

- Relevant authorities should develop an overview of the cargo theft situation, including the theft of trailers and containers, in their respective country or region. Based on this, and in discussion with

¹ FSR = Freight Security Requirements
TSR = Truck Security Requirements

insurers and other industry stakeholders, decisions should be made on how to deal with hotspots and future measures against cargo theft.

- Exchange of best practices across borders on local initiatives proven to be successful.
- Improve law enforcement through transnational coordination and cooperation between countries and national law enforcements.
- Create special police units and specialised departments of public prosecution dealing with cargo crime.
- As criminals use the internet, there should be specific attention given to cyber fraud, such as with bills of lading and permits.
- Increase police presence in commercial truck parking areas and cargo storage facilities, especially during nighttime, weekends and holidays.
- Create a network of high-security, accessible and affordable truck parks.

Introducing these measures would contribute to facilitate the safe and secure flow of goods within the global supply chain and increase the safety of people working in the transport sector.

Relevant authority / organisations and documents / links

- **National** authorities / ministries of transport
- **EC (DG Mobility and Transport)**
 - TEN-T: Trans European transport network guidelines.
 - EC Regulation 561/2006 on driving times.
 - Directive 2003/59/EU driver training – crime prevention.
 - Directive 2008/96/EC road infrastructure safety management.
 - Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport.
 - Council Resolution 8/9 November 2010 on secure TPAs.
- **SETPOS** – secure European truck park: www.setpos.eu
- **LABEL** – classification of TPAs for security and comfort quality standards: www.truckparkinglabel.eu
- **TRANSPark** (International Road Transport Union (IRU): www.iru.org/transpark-app)
- **TRUCKinform** (The European truck parking information portal): www.truckinform.eu
- **Road Haulage Association**: www.rha.uk.net
- **IUMI national associations' web pages** (in particular):
 - Italy: www.ania.it
 - Germany: High-security truck park – Non-binding security recommendations: http://www.tis-gdv.de/tis_e/bedingungen/parken/parkplatz_gesichert/inhalt.htm

- Netherlands: www.verzekeraars.nl
- **Cargo workshop**, IUMI conference London, 16 September 2013: “Tackling global theft through the Label Initiative”, Eric de Smet, Baloise Insurance, Antwerp
- **IUMI Position Paper on Theft prevention, 15 September 2015** (<https://iumi.com/opinions/position-papers>).
- **Transported Asset Protection Association (TAPA):**
 - Incident Information Services – & Secure Parking (EMEA region – Europe, Middle East and Africa).
 - Parking Security Requirements, 2017
- **ROADSEC:** www.roadsec.eu

Timeline / important dates

- Political Forum workshop, IUMI conference Berlin, 15 September 2015: “Theft prevention; IUMI position and recommendations”, Håkan Nyström, AIG.
- Meeting with DG MOVE – Security, Brussels 18 October 2016.
- David Taylor (Loss Prevention Committee) presentation in TAPA conference 17-18 November 2016 & 25-26 October 2017.
- New security guidelines for the European road freight transport sector (ROADSEC), January 2018.
- TAPA EMEA Secure Parking Programme to be launched in 2017.
- Evaluation of the Intelligent Transport Systems (ITS) Directive, EC DG MOVE, consultation period 5 May – 28 July 2017.
- Panel discussion EC DG MOVE TEN-T Days, Ljubljana, 25 April 2018.

IUMI will:

- Encourage and support measures that contribute to facilitate the safe and secure flow of goods within the global supply chain and increase the safety of people working in the transport sector.
- Urge the following actions in addition to current measures and continued theft prevention activities by the industry:
 - Relevant authorities should develop an overview of the cargo theft situation, including the theft of trailers and containers, in their respective country or region. Based on this, and in discussion with insurers and other industry stakeholders, decisions should be made on how to deal with the aforementioned hotspots and future measures against cargo theft. Exchange of best practices across borders on local initiatives proven to be successful is encouraged. Improving law enforcement through transnational coordination and cooperation between countries and national law enforcements.
 - Create special police units and specialised departments of public prosecution dealing with “cargo crime”.



- Increase police presence in commercial truck parking areas and cargo storage facilities especially during night-time, weekends and holidays.
- Create a network of high-security, accessible and affordable truck parks.
- Monitor and inform on relevant new initiatives and best practice.