IUMI Policy Agenda

14. Theft prevention / safe and secure parking places

Brief description

The European Union stated in a 2007 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 in an increasingly organized fashion, and make use of the constantly growing online connectivity to expand their modi operandi to include cyber-related cargo crimes. The misuse of online freight exchange platforms is an example of this, with criminals taking on the identity of legitimate freight carriers, using their employees' names, companies and logos, to organise thefts of cargo offered for transport on those electronic freight platforms.

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 standards[1] and makes these available with regular updates. Information about secure parking areas are also available in several countries. The rollout of a TAPA Supply Chain Cyber Security Standard started in 2021 in the Americas and Asia Pacific (APAC). TAPA EMEA (Europe, the Middle East and Africa) continues to work on the standard before publishing it for the EMEA region.

In January 2017, the European Commission Directorate General for Mobility and Transport (DG MOVE) contracted Cross-border Research Association (CBRA) and TAPA EMEA to develop security guidelines for the European freight transport sector. The security toolkit "ROADSEC" was published in January 2018, providing 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.

At the end of 2018, DG Move launched an expert group on secured truck parking. IUMI is represented in the group via German member association GDV. The group advises and

[1] FSR = Freight Security Requirements
TSR = Truck Security Requirements
PSR = Parking Security Requirements
Multi-site certification for FSR
TAPA Supply Chain Security Standard, and TSR Modular Standard are currently in the development phases

assists the Commission in the development of common standards for safe and secure truck parking (SSTPA). The results of the group are subject to a public consultation launched in January 2022.

IUMI has published a position paper outlining the increasing problem of cargo theft and calling on law enforcement agencies to improve and enhance their cross-border cooperation. Recommendations for industry and supply chain stakeholders are also included in the paper. 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 these findings 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 has proven to be successful and should be continued.
- Improve law enforcement through transnational coordination and cooperation between countries and national law enforcements. Dedicated cargo theft task forces should be established to allow law enforcement agents to work with their peers in other states or countries to develop effective networks and to solve cross-jurisdictional cases. The private sector should be involved in such task forces.
- Create special police units and specialised departments of public prosecution dealing with cargo crime.
- As criminals use the internet, specific attention should be given to cyber fraud, such as with bills of lading and permits as well as fake carriers.
- Increase police presence in commercial truck parking areas and cargo storage facilities, especially at night, weekends and during holidays.
- Create a network of high-security, accessible and affordable truck parks.

Introducing these measures would 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.
  - Study on organized theft for Commercial Vehicles and their loads in the European Union, May 2007.

- ***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.
- ***Delegate Regulation (EU) No 886/2013*** with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge, 15 May 2013.
- ***EC Project ROADSEC Security Toolkit***, December 2017.
- ***Expert group on Safe and Secure Parking Areas for Trucks***, established December 2018.
- ***Study on Safe and Secure Parking Places for Trucks***, February 2019 & EC response, 11 March 2019.
- ***EU Public Consultation:*** Road transport – EU standards for safe and secure parking areas for trucks, January 2022.

- **SETPOS** – secured European truck parking best practice handbook, April 2010.
- **LABEL** – handbook for labelling; security and service along the trans-European road network
- **TRANSPark** (International Road Transport Union (IRU).
- **TRUCKinform** (The European truck parking information portal).
- **Road Haulage Association**.
- **IUMI national associations' web pages** (in particular)**:**
  - Italy: Website with list of secure parking areas and stop areas, prepared by ANIA: GEOSOSTA.
  - Germany: High-security truck park – Non-binding security recommendations.
- **IUMI** Position Paper on Theft prevention, 17 September 2019.
- **Transported Asset Protection Association (TAPA):**
  - Incident Information Services – & Secure Parking (EMEA region – Europe, Middle East and Africa).
    - Parking Security Requirements (PSR) 2018
    - Facility Security Requirements (FSR) 2020
    - Trucking Security Requirements (TSR) 2020
- ***European secure parking organisation (ESPORG):***
  - EU Parking Standard
  - Map (parkings)
- **BSI & TT Club:** Cargo theft report 2021, February 2021.

Timeline / important dates

- Meeting with DG MOVE – Security, Brussels 18 October 2016.
- New security guidelines for the European road freight transport sector (ROADSEC), January 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.