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Geneva, 3 April 2009

IRU Resolution on Commercial Vehicle Parking Areas Being Targeted by Pirates and International Organised Crime

*adopted unanimously by the IRU General Assembly
in Geneva on 3 April 2009*

IRU Resolution to remedy the dramatic situation concerning pirate and international organised crime attacks to protect drivers, passengers, loads and vehicles in parking areas

The International Road Transport Union (IRU), representing truck, bus, coach and taxi fleet operators through its 180 Members in 74 countries on the 5 continents,

Considering that:

- a recent IRU-International Transport Forum (ITF) study conducted in 31 countries, where over 2,500 truck drivers and transport companies were questioned, demonstrated *that one in six drivers* were the victims of attacks by pirates or international organised crime, the majority of which (more than 60%) in insecure parking and service areas;
- two-thirds of attacks occur at night, causing human suffering (21% of attacked drivers were physically assaulted) and the direct costs of such attacks have been estimated at EUR 7 billion over a period of five years;
- only 2% of the attacks were followed by police action resulting in arrests of criminals;
- the current significant lack of commercial vehicle parking areas in EU and non-EU countries alike, coupled with the lack of a sufficient number of secure parking areas or accurate information about their location, dramatically increases the risk for drivers and facilitates the task of pirates and international organised crime;
- the more stringent social regulations being put in place by governments, and in particular by the introduction on EU territory of the digital tachograph, has led to drivers being forced to stop in insecure areas without any flexibility to respect their rest periods, attracting pirates and international organised crime to target drivers as well as their trucks and loads, and sometimes even bus and coach passengers, as cases have recently been reported of drivers and their passengers being taken hostage by road criminals;
- despite all the collaborative efforts undertaken by the IRU and ITF over the years, the collection of information, in most countries without any significant help from the competent national authorities, has regrettably resulted in incomplete, inaccurate and often unusable

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data, which has been to the detriment of truck operators and the safety of their drivers, loads and vehicles;

- the IRU, in cooperation with the ITF, will develop an interactive web application to facilitate data input and the use of its database on secure parking areas, currently available in 41 countries;

Urgently calls upon the competent authorities to:

put an end to the unacceptable human suffering and economic loss resulting from the lack of and/or insecurity of parking areas by meeting their constitutional obligations to ensure the security of people and goods on their territory, by:

- Bringing to justice pirates and international organised criminals who attack drivers;
- Systematically and imperatively providing data on the location and status of secure parking areas on their territory to the ITF or the IRU;
- Creating a network of secure parking areas with the following features:
 - *Communication with authorities/police*: communication of incidents, direct alarm to police, regular surveillance by police, active participation of police and other authorities in developing and implementing a security plan for the parking area;
 - *Communication with the IRU and Member Associations*: communication on available facilities, communication on security incidents;
 - *Entry/exit control*: fence, physical entry barriers, (automatic) registration of incoming and outgoing vehicles, driver identification, weighing of vehicles;
 - *Interaction with other traffic*: parking and tanking exclusively for trucks / coaches / buses;
 - *Security measures during stay*: 24-hour camera surveillance, CCTV monitors for drivers when outside secure parking area (e.g. in restaurants), optimal lighting of parking slots, additional lighting for high risk cargo;
 - *Security management*: security manager, integration of security management with other facilities, registration and central administration of security incidents, security plan/protocol and security manual;
 - *Security services*: 24-hour manned entry/exit control, regular physical surveillance, options of remote checks of availability of parking slots/parking capacity, options to reserve parking slots.

Calls upon transport operators to:

- use the IRU-ITF parking databank available at www.internationaltransportforum.org and www.iru.org for daily route planning activities, and urge their respective authorities to keep these data up to date to protect their drivers, passengers, loads and vehicles;
- implement security measures by making good use of the IRU security guidelines for truck, bus, coach and taxi operators, drivers and the partners and customers.

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