

00

THEFT

IRU analysis of the dramatic increase in pirate and organised crime attacks on truck drivers in European parking areas & on roads



Summary:

- **Dramatic increase in truck driver attacks in the EU**
- **1 in 6 drivers attacked in the last 5 years**
- **61% of attacks in parking and service areas**
- **No response from authorities**
- **A significant number of parking slots missing**
- **No systematic transmission of location of secure parking areas from police and other authorities**
- **Authorities must face their responsibilities**

Background

For almost twenty years, the IRU has collected and published information on truck parking areas¹⁾ in Europe. The publication of this information has resulted in the creation of a brochure and online version of a joint publication with the International Transport Forum (ITF, formerly ECMT), which provides truck parking information in 41 countries.

However, despite all the collaborative efforts undertaken by the IRU and ITF over the years, the collection of information, in most countries without any help from the national competent authorities, has regrettably resulted in an incomplete and often unusable or inaccurate collection of data. This has been to the detriment of truck operators and drivers needing to plan their trips and find the much-needed secure truck parking areas.

The lack of a significant number of parking slots²⁾ together with the lack of a sufficient number of secure parking areas and accurate information about their location, coupled with the more stringent social regulations being put in place by governments, and in particular by the introduction on the EU territory of the digital tachograph, as well as the great number of chaotic traffic bans on trucks has led to drivers being forced to stop in insecure areas. This has attracted pirates and international organised crime to target drivers as well as their trucks and loads.

Indeed, a recent study in 31 countries, where over 2,500 drivers and transport companies were questioned, demonstrated that one in six drivers were the victims of attacks by pirates or international organised crime in the last 5 years, the majority of which (more than 60%) in insecure parking and service areas.

IRU therefore urgently calls for:

- (1) **governments to acknowledge the urgency of this dramatic and unacceptable human suffering** and economic loss;
- (2) competent national authorities to immediately remedy the situation by systematically **providing to the IRU and ITF information on the location and status of existing secure parking areas for drivers** when they are taking their obligatory rest to be in compliance with the social regulations and for road safety reasons;
- (3) national competent authorities to urgently make available sufficient funds for the **construction of new or the extension of existing secure parking areas based on the requirements presented on page 6 for a secure parking area**, necessary to ensure the security of drivers, their loads and trucks;
- (4) governments to **provide attractive incentives to entrepreneurs ready to build new secure parking areas** along main highways or to improve the security of existing facilities.



In light of increased piracy and organised crime targeting drivers, loads and trucks, MEPs speak in favour of secure parking areas



Corien Wortmann-Kool, MEP

“The rules governing driving and rest periods for truck drivers must be changed. They are too rigid. In France, drivers can be fined four weeks after they have driven 15 minutes too long in search of a safe parking area.

The problem [of the lack of secure parking areas – editor] is enormous: every year around 90’000 drivers in the European Union are the victim of some form of crime, usually theft of the cargo...The crimes are increasingly committed by organised gangs. And their methods are becoming more brutal. Violence is used against drivers.

We not only need to focus on security in the hotspots, but we must provide safe parking areas along the entire transport network in the EU. We have written an urgent letter to European Transport Commissioner Tajani, proposing that space be created for secured parking areas in the Trans-European Networks (TENs)...it’s time to start thinking of asphalt for secure parking areas.”



Anne E. Jensen, MEP

“My interest in safe parking started when I was approached by Danish lorry drivers who had been attacked when driving abroad. They asked me to take a European initiative as their experience and feeling was that Member States would not do anything to help them.

Lorry drivers are legally obliged to rest during long trips, therefore we should, as a minimum, ensure that resting can be done in a safe environment.

It is pivotal that the sites live up to common minimum standards concerning security. Only in this way can we guarantee the safety of lorry drivers and the secure and efficient deliveries of goods across Europe.

We must never forget that efficient and safe transport unites Europe and is a key element in the functioning of the internal market.”

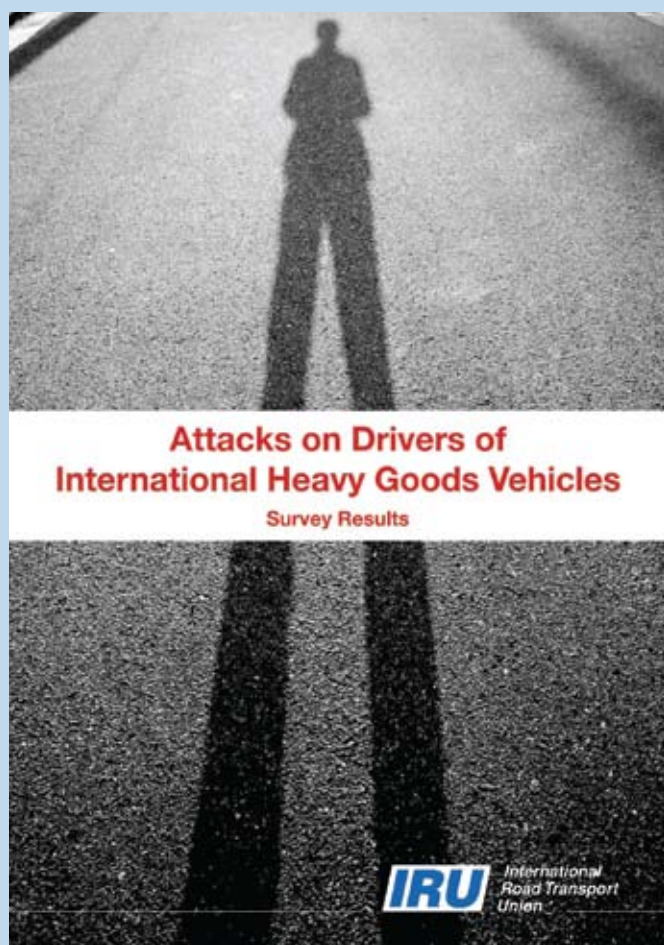
Dramatic results of the joint IRU-ITF study on Attacks on Drivers of International Heavy Goods Vehicles, 2008

To address the major concern of the attacks on truck drivers by pirates and international organised crime, in 2005 the ITF and the IRU launched a joint survey in 31 countries, questioning over 2,500 truck drivers and road transport companies.

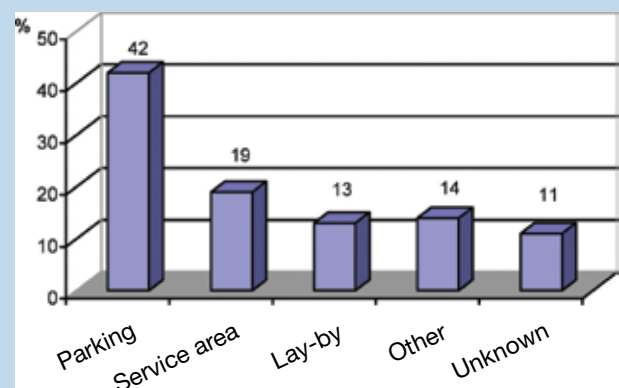
The following dramatic results demonstrate the imperative need for governments to fulfil their primary obligation of ensuring the security of persons and goods on their territory and thus the security of drivers, their loads and their vehicles.

- **One in six drivers attacked in the last 5 years**
- **61% of attacks in parking and service areas**
- **Two-thirds of attacks occur at night**

A joint IRU-ITF survey



Attacks in parking and service areas



IRU-ITF 2008

Two-thirds of attacks occur at night

Time	No. of Attacks	%
06:00-10:00	22	4.6
10:00-14:00	27	5.7
14:00-18:00	33	6.9
18:00-22:00	38	8
22:00-02:00	135	28.4
02:00-06:00	183	38.4
NOT KNOWN	38	8
TOTAL	476	100

IRU-ITF 2008

Human suffering and economic losses

- **Human suffering and 7 billion EUR in losses**

21% of drivers reported that they had been physically assaulted during the attack. 35% of attacked drivers said their experience had affected their working life and 25% reported that the attack had had an impact on their personal life, with 9% of the drivers seeking medical and / or psychological attention as a direct result of the attack.

Considering the international truck driver population in Europe, the related direct costs of such attacks have been estimated to be 7 billion Euros over a period of five years.

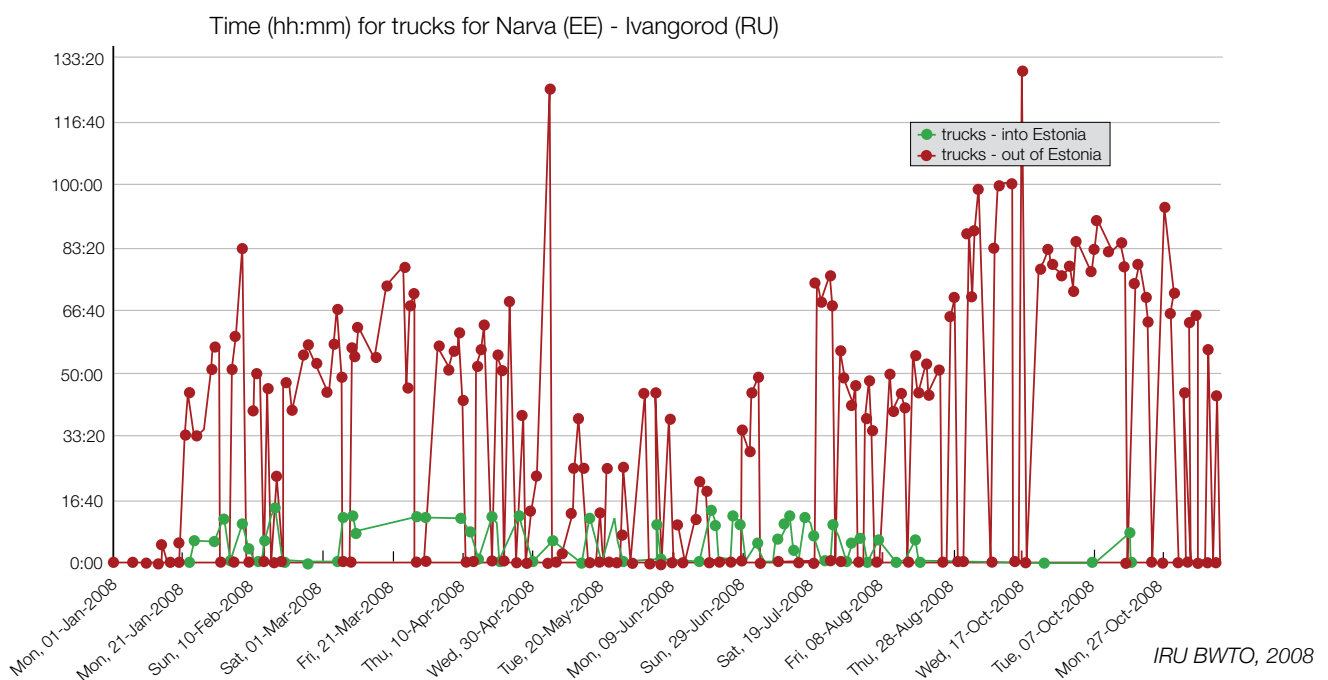
- **A significant number of secure parking areas are lacking**

It has been clearly demonstrated in a number of recent studies that there is a blatant deficit of secure parking areas in numerous countries.

- **Long queues at borders create additional danger**

There is a further danger: long queues at borders. Trucks idling often on public roads or insecure parking places for hours and even days waiting to cross the borders create an ideal opportunity for criminals, illegal immigrants and smugglers. The human suffering of drivers, control staff and the neighbouring population is immeasurable and economic losses are significant.

Example of exorbitant border-waiting times of over 5 days!

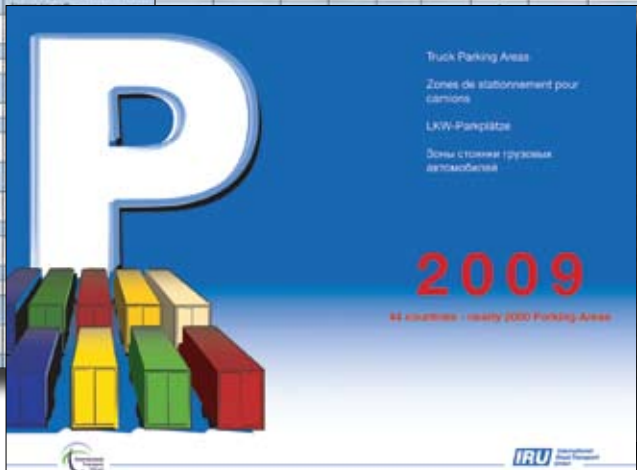


The IRU thus strongly urges the European Commission and Governments to immediately:

- 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**;
- **systematically and imperatively provide data on the location and status of secure parking areas on their territory to the ITF itf@itf.org or the IRU iru@iru.org**;
- **undertake the action necessary**, including incentives to entrepreneurs, **to create a network of secure parking areas** throughout the EU with the latest technology and security features found on the following page to fill the current deficit of slots in the EU, and allow drivers to respect social regulations without the risk of being attacked;
- **bring pirates and international organised criminals who attack drivers to justice.**

IRU		TRUCK PARKING AREAS IN EUROPE / ZONES DE STATIONNEMENT POUR CAMIONS EN EUROPE LKW-PARKPLÄTZE IN EUROPA / ЗОНЫ СТОЯНКИ ГРУЗОВЫХ АВТОМОБИЛЕЙ В ЕВРОПЕ									
Flag	Icon	Icon	Icon	Icon	Icon	Icon	Icon	Icon	Icon	Icon	Icon
Parking du Centre de d'abandonnement	Sofiane	Parking port Norder Sotiane-Soury									
Truck Stage A8 (port 26 Bielers Ouest)	Bielers	ZAC "Ha Dantierren"- 34350 Vieuxes, A9 Est 36 Bieler-Ouest - left 500 m									
Shell	Belmonte	Orleans-Lisieux south A20									
Parking de l'ancien Champ de Fibre	Stober	Route de Strville									
Shell	Blancville	Aire de Prichy West Isost 443									
Shell	Blancoux	Bardoux Le Lac (port se des 3 Cardrauc) A630									
Centre de transit et traite, des marchandises	Boulogne	Vieux JJ-Reussens, Liaison EpresMarche									
Gare de Marie Z.I. de la Chamblère	Boulogne	next to the building and an associated parking voitur									
Private parking	Baczonville	Place de la Libération, centre of the port de l'Arba de Jorcheit, lieu de Toussaint RM6									
Shell	Bagnères	Rte M7									
Shell	Bril sans Porges	Zones institutionnel, A10, Jernay									
Parking sur terminal Trans- Manche	Calves	Termin. TransManche, A16AA28 les gar-farins direction									
Centre de d'abandonnement Gare	Cambrai	Customs Center Furlow-Andre-D									
Centre de Service Roulter	Canetou	Place de Marché, Railway station									
Parking de la ZAM de La Veuve	Cavalan	Ave. C. Delays, Gate of access 138									
Parking du Centre routier	Chalon-sur-Saône	Chalon Nord A4 surface 2 fis									
Shell	Chalon-sur-Saône	Ave. de Verdun, corner of rue Cast Ave. Kennedy									
Parking du Stade Municipal	Champs sur Yonne	Yonne A6 Lyon Paris près RN143									
Zone portuaire (next to police/customs)	Clairbourg	Pl. du Champ-de-Frais									
Zone portuaire (next to police/customs)	Clairbourg	Zone 1 & 2 North Transmanche entwarking, reserved for trucks & c									
Centre routier de Clermont-Ferrand Centre routier de Cluses	Clermont-Ferrand Cluses										
Parking de la place Lacour Parking de la ZI Nord Parkings sécurisés PL de Commeney	Colmar Colmar Commeney (port)										
Parking du Champ de foire	Colze										
Aire de stationne. Gail de Dubar	Deppe										
Centre routier de Dijon Centre routier de Grande Synthè	Dijon Dunkeirch										
Centre sous douane various road areas	Eclisses Eclisses										
project: la Barrière de Sersat (gay)	Sersat										
Centrale Callicaves	Colcomerovick										

IRU		TRUCK PARKING AREAS IN EUROPE / ZONES DE STATIONNEMENT POUR CAMIONS EN EUROPE LKW-PARKPLÄTZE IN EUROPA / ЗОНЫ СТОЯНКИ ГРУЗОВЫХ АВТОМОБИЛЕЙ В ЕВРОПЕ									
Flag	Icon	Icon	Icon	Icon	Icon	Icon	Icon	Icon	Icon	Icon	Icon
Parking du Centre de d'abandonnement	Sofiane	Parking port Norder Sotiane-Soury									
Truck Stage A8 (port 26 Bielers Ouest)	Bielers	ZAC "Ha Dantierren"- 34350 Vieuxes, A9 Est 36 Bieler-Ouest - left 500 m									
Shell	Belmonte	Orleans-Lisieux south A20									
Parking de l'ancien Champ de Fibre	Stober	Route de Strville									
Shell	Blancville	Aire de Prichy West Isost 443									
Shell	Blancoux	Bardoux Le Lac (port se des 3 Cardrauc) A630									
Centre de transit et traite, des marchandises	Boulogne	Vieux JJ-Reussens, Liaison EpresMarche									
Gare de Marie Z.I. de la Chamblère	Boulogne	next to the building and an associated parking voitur									
Private parking	Baczonville	Place de la Libération, centre of the port de l'Arba de Jorcheit, lieu de Toussaint RM6									
Shell	Bagnères	Rte M7									
Shell	Bril sans Porges	Zones institutionnel, A10, Jernay									
Parking sur terminal Trans- Manche	Calves	Termin. TransManche, A16AA28 les gar-farins direction									
Centre de d'abandonnement Gare	Cambrai	Customs Center Furlow-Andre-D									
Centre de Service Roulter	Canetou	Place de Marché, Railway station									
Parking de la ZAM de La Veuve	Cavalan	Ave. C. Delays, Gate of access 138									
Parking du Centre routier	Chalon-sur-Saône	Chalon Nord A4 surface 2 fis									
Shell	Chalon-sur-Saône	Ave. de Verdun, corner of rue Cast Ave. Kennedy									
Parking du Stade Municipal	Champs sur Yonne	Yonne A6 Lyon Paris près RN143									
Zone portuaire (next to police/customs)	Clairbourg	Pl. du Champ-de-Frais									
Zone portuaire (next to police/customs)	Clairbourg	Zone 1 & 2 North Transmanche entwarking, reserved for trucks & c									
Centre routier de Clermont-Ferrand Centre routier de Cluses	Clermont-Ferrand Cluses										
Parking de la place Lacour Parking de la ZI Nord Parkings sécurisés PL de Commeney	Colmar Colmar Commeney (port)										
Parking du Champ de foire	Colze										
Aire de stationne. Gail de Dubar	Deppe										
Centre routier de Dijon Centre routier de Grande Synthè	Dijon Dunkeirch										
Centre sous douane various road areas	Eclisses Eclisses										
project: la Barrière de Sersat (gay)	Sersat										
Centrale Callicaves	Colcomerovick										



Competent national authorities should demand the following secure features* to create the much-needed secure truck parking areas on their territory

	Hot Spot	Non Hot-spot
Physical features		
<i>> Entry/exit control</i>		
Fence	X	
Physical entry barriers	X	X
Automatic registration of incoming and departing vehicles	X	
Driver identification at point of entry/exit	X	
Weighing of vehicles	X	
<i>> Interaction with other traffic</i>		
Exclusive for truck-parking	X	
Exclusive for tanking, restaurants, etc. for truck parking drivers	X	
<i>> Control during stay</i>		
24-hour camera surveillance	X	
Monitors for drivers when outside secure parking area (e.g. in restaurants)	X	
Optimal lighting of parking slots	X	X
Additional lighting for high risk cargo	X	
Organisation/communication features		
<i>> Security management</i>		
Security manager	X	X
Integration of security management	X	
Registration and central administration of (security) incidents	X	X
Security plan/protocol and security manual	X	
<i>> Security services</i>		
24-hour manned entry/entry control	X	
24-hour camera security surveillance and regular physical surveillance	X	
Options of (remote) checks of availability of parking slots/parking capacity	X	
Options of reservation of parking slots	X	
<i>> Communication with authorities/police</i>		
Communication of incidents	X	X
Direct alarming of police	X	
Regular surveillance of police	X	X
Active participation of (police) authority in security planing of parking areas	X	
<i>> Communication with users organisations</i>		
Communication of available facilities and organisation	X	
Communication of (security) incidents	X	

NEA, 2007

*Security requirements depend on the risk rating of the region concerned (hot or non-hot spot).

High security truck parking areas are needed to protect drivers, loads and vehicles!



Image sources: Padrosa Parking; all4trucks

*Working together
for a better future*

IRU

s i n c e 1 9 4 8

**International Road Transport
Union, Secretariat General**

3, rue de Varembe
B.P. 44
CH-1211 Geneva 20
Switzerland

Tel: +41-22-918 27 00
Fax: +41-22-918 27 41
E-mail: iru@iru.org
Web: www.iru.org

**IRU Permanent Delegation to the
European Union**

32-34, avenue de Tervuren
Bte 37
B-1040 Brussels
Belgium

Tel: +32-2-743 25 80
Fax: +32-2-743 25 99
E-mail: brussels@iru.org
Web: www.iru.org

**IRU Permanent Delegation to
the CIS Region**

Office 417, entr. 6
12, Krasnopresnenskaya nab.
Moscow 123610
Russia

Tel: +7-495-258 17 59
Fax: +7-495-258 17 60
E-mail: moscow@iru.org
Web: www.iru-cis.ru

**IRU Permanent Delegation to the
Middle East and Region**

Selenium Plaza
Hakkı Yeten Cad. No.: 304, Kat: 11
Beşiktaş 34349 Istanbul
Turkey

Tel: +90-212-215 60 00
Fax: +90-212-215 60 10
E-mail: istanbul@iru.org
Web: www.iru.org

