

# CARGO SECURITY

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## INSIDE:

- Training & Recruitment
- Personnel Vetting
- Attacks on Drivers
- Fire Safety
- Money Laundering
- Container Tracking

## MARITIME SECURITY:

Protecting ships' crews and cargo



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# Under attack

*Frank Heinrich-Jones looks at the results of a recent survey by the ECMT and IRU into the growing problem of violent attacks against international truck drivers*



Frank Heinrich-Jones is a transport security consultant with over 30 years experience as a Lloyd's International Marine Cargo Insurance Broker with the last six years as an independent risk and security management consultant specialising in the international transport sector. A founder member of the European Conference of Ministers of Transport (ECMT) – Crime & Security in Transport Steering Group, he was a co-author of the ECMT report Crime in Road Freight Transport.

He is a former member of the UK Department for Transport (DfT) Air Cargo Security Sub-Committee of the National Aviation Security Committee.

Since 1998, Frank has been an active member of the Joint Home Office/Association of Chief Police Officers (ACPO) Metropolitan Police and Industry Action Group on Lorry Theft (JAGOLT) and has also worked closely with the Police National Stolen Lorry Load desk (now called TruckPol).

Crime and attacks against international drivers, as well as the number of vehicle theft and cargo robbery cases, are increasing in many countries. Violent attacks on truck drivers is a serious and growing problem. There is unfortunately a general lack of awareness of the scale of the problem, the number of incidents occurring and the consequences of such incidents, which can be significant. Drivers frequently do not report attacks, and when they are reported the incidents are not centrally recorded.

The **European Conference of Ministers of Transport (ECMT)** and the **International Road Transport Union (IRU)**, a business organisation representing the interests of the road freight industry, decided in 2005 to carry out a year-long joint survey on circumstances in which such crimes are committed.

Authorities and transport / logistic companies, truck drivers and managers will have the opportunity to review the results of this research as soon as they are available in order to reinforce prevention of incidents and protection of lives and property.

In the drivers' interest and in the interest of all and working together in closest cooperation, everyone should do their utmost to curb growing crime on the roads.

The ECMT/ IRU joint survey on attacks on truck drivers is now nearing its conclusion and the full results should be available shortly. This study was commissioned as part of a wider study on the growing security problem of crimes against international heavy goods vehicle (HGV) traffic.

The study also includes a survey of policy structures and legal frameworks for dealing with such crimes and follows two previous reports, one from Denmark and a more recent pilot study in the UK.

*'Drivers frequently do not report attacks, and when they are reported the incidents are not centrally recorded'*

Jack Short, Secretary General of the ECMT, said: 'Crime against commercial vehicles, including attacks on truck drivers, is a growing problem and we need to understand better its human and economic costs. By questioning thousands of drivers from across Europe and Asia about attacks, we will gather valuable information which will help governments and transport operators to put in place targeted measures to counter this type of criminal activity more effectively.'

Martin Marmy, Secretary General of the IRU, said: 'This study is a good example of a public-private partnership, bringing the political influence of the ECMT and the global network of IRU members to bear on the problem of criminals causing serious harm to international road transport, which is an integral part of modern just-in-time production. This is an important issue for society, as any penalty on road transport will always result in an even greater penalty for the economy as a whole.'

The survey questionnaire can be obtained from participating IRU Member Associations. Links to their internet sites are contained in a Truck Driver Attack Survey information page on the IRU website ([www.iru.org](http://www.iru.org)). The questionnaire is also available from the ECMT web site ([www.cemt.org](http://www.cemt.org)).

To make the study as representative as possible, every international HGV

driver who has experienced an attack, or his/her manager, has been encouraged to complete the questionnaire. Drivers and managers who have not suffered an attack were also asked to reply to questions about security measures employed by road transport companies.

### Danish research

A study was conducted on export drivers in Denmark in 2002. The scope of the Danish study was to analyse assaults over a 30-year period on Danish export drivers only. In contrast, the joint ECMT/IRU study's objective is to interview drivers from across Europe to discover the level of incidents that have taken place recently in order to obtain a greater understanding of the problem as it stands today.

In the summer of 2001, the **Danish Ministry of Labour** set up a working group with representatives from **International Transport Denmark (ITD)**, **Danish Transport and Logistics (DTL)**, the **Association of Employers in Commerce, Transport and Services (AHTS)**, the **General Workers Union (SID)**, the **Ministry of Justice/Crime Prevention Board**, the **Ministry of Transport** and the **National Working Environment Authority** with a view to studying the extent, nature and causes of assaults on export drivers. The working group decided to conduct a questionnaire-based survey among Danish export drivers.

About 5,000 questionnaires were sent out in an effort to reach out to all Danish export drivers. 1,834 questionnaires were returned. This corresponds to a return rate of 37%. The intention of this survey was to get a picture of the extent and nature of this problem. The working group hoped that the survey could be used as a benchmark for trends in the field of assaults on export drivers and provide a unique insight into the occupational hazard for export drivers. It was the

first time that a general study had been carried out in Denmark concerning the risk of assaults broken down by type, country, cargo, etc.

All told, 296 Danish export drivers stated that they have been exposed to one or more assaults or threats of assault.

Over the previous three years, there had been about 50 assaults each year.

The type of assaults reported vary from attempted theft to armed robbery. Although the figures mask different types of incidents, it was difficult to rank them by 'degree of seriousness' as this is a subjective evaluation. A useful indicator of the nature of the assault is therefore whether the driver is suffering from after-effects as a result of the incident.

### UK study

The results of the first ever UK-based pilot study investigating the true extent of attacks on haulage drivers, both in the UK and across Europe, were unveiled in April 2004. The **Research on Attacked Drivers (ROAD)** campaign undertaken by the **ESCP-EAP, European School of Management** and sponsored by **Protekdor**, were made public at a gathering of leading haulage industry figures at the Heritage Motor Centre in Warwickshire (see *Cargo Security International*, June 2004, page 14).

The research highlighted the alarming security problems for the haulage industry and showed that a remarkable 16% of drivers questioned had experienced either a cab break-in or suffered a personal attack between 2000 and 2003. This was surprisingly similar to the earlier Danish studies results.

Almost two thirds of these attacks occurred in the UK, the majority of which were carried out on foreign drivers. Further investigation by ROAD researchers revealed the remaining amount took place predominantly across other parts of

Western Europe and in South Africa, with 'hotspots' identified as Italy, Spain, Poland and Germany.

The ROAD report, for which I co-edited the research, showed significant cause for concern, with emerging trends difficult to dismiss.'

One of the most concerning points highlighted by the study showed that only 44% of drivers would contact the police if attacked, citing language barriers as one of the reasons. Furthermore, less than half would claim for personal effects stolen, representing massive potential losses for drivers.

ROAD also backs up recent anecdotal evidence pointing towards a growing frequency of attacks using gas, which is pumped through air vents to render the driver unconscious.

The ROAD research showed that 11% of attacked drivers had been subject to a gas attack, with a further 11% unsure – compelling evidence towards an emerging and extremely dangerous trend.

Debbie Jones, director at Protekdor, said: 'The ROAD campaign has revealed alarming statistics from drivers interviewed in the UK but this is just the tip of the iceberg. In order to raise awareness of the issues as a significant problem throughout the continent, the campaign is looking to expand the research programme across Europe.'

Jones concluded: 'It is our hope that haulage industry figures and police from countries across Europe will collaborate with the continuing ROAD campaign to identify ways in which these types of driver attacks can be addressed.'

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# Cargo Security International

Cargo Security International is read by thousands of transport, cargo and security professionals, and by governments, legislators and military experts in more than 40 countries. Why? Because it is the **ONLY** magazine that covers all modes of transportation – air, rail, road and maritime – with such a sharp focus on security.

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