

ARC MARINE

PREVENTION OF ILLEGAL PASSENGERS IN CROSS-BORDER ROAD TRAFFIC

RISK BULLETIN



Freight traffic is often abused by illegal immigrants to reach European destinations.

The main effected routes in Europe are from Calais (FR) to Great Britain, via EU borders Austria, Hungary, Czech Republic; Spain and sea transports from Africa to the EU or even from Greece to Italy.

In such cases, the interests of those involved in the load may encounter the following problems: Injured drivers, lost or damaged cargo caused by theft and contamination, damaged trailers or penalties because of involuntary accompliceship.

The purpose of this paper is to provide recommendations for best practices observed by ARC Marine to mitigate the risk of cargo loss and cargo contamination. This is especially relevant for medical and food products as partial contamination can result in a total loss of the entire shipment.

EFFECTIVE LOSS PREVENTION MEASURES SHOULD INCLUDE

INFORMATION AND AGREEMENTS

- Freight forwarder/carrier should review the potential risk of individual routes.
- Implement checklists for processing the loading and security measures to be agreed.
- Any subcontracted carrier should transport according to the agreed standards.
- Document all agreements with the Freight forwarder/carrier.

TRAINING

- Periodic training of employees to identify, respond and prevent criminal activity in cross-border traffic.

CHECKLISTS

- Develop a checklist for pre-load, post-loading, and post-stop security inspections. Multiple copies, or an electronic version of this form should be accessible to drivers in transit so that checks can be documented after any and all loading operations or stops.
- Inspection criteria will commonly incorporate checks of seal condition, trailer condition, and cab condition to target signs of forced entry.
- For migrant control, it is important to check underneath the chassis on both sides of the trailer.
- All areas targeted for inspection should be indicated on the corresponding inspection checklist.
- A third party representative should conduct a security inspection using in addition to a driver inspection; when possible.
- Each inspection form should be signed and time stamped upon completion.
- Inspection checklists should be collected by the driver and submitted to designated persons at the conclusion of carriage.

SECURITY MEASURES

- Use of robust security devices (seals) to effectively secure the vehicle and its load.
- Utilize team drivers to move goods; especially in high risk areas. One driver of the team should be awake and at the truck at all times.
- Trucks should arrive full of fuel to pick up goods.
- Drivers should be equipped with fully charged, functioning cell phones or other communication devices.
- Drivers should check the security devices and vehicle in accordance to the checklist after each stop.
- Drivers should immediately notify dispatch or authorities in the event of suspicious activity/persons.
- Consider employment of GPS technology to track transits for high value and theft attractive cargoes. This technology can provide alerts if goods divert from the intended route, inadvertently stop in route or unauthorized opening of the cargo compartment. If a driver anticipates delay or deviation from the prescribed route, dispatch is to be informed in advance.

SECURE STOPS

- Designate approved stopping locations for extended conveyances. In general, Allianz recommends goods are carried for at least three continuous hours or 250 km after being loaded for an over the road conveyance.
- Stopping should only be authorized in secure locations; if at all possible.
- No additional stops beyond the required driver rest periods and within authorized safe rest areas.
- No refueling stops in the indirect border surroundings of 100 to 300 km each route in this area.
- For Calais crossing Allianz recommend the following:
 - a. Any required stops should be as far from Calais, or other migrant prone areas, as possible.
 - b. Use of secure parking in east bound lots in order to avoid human invasion incidents occurring with migrants moving west toward the UK and primarily targeting west bound lots.

CONTROL

- Checking that freight forwarders/carriers are following the instructions.

STANDARDS/RESOURCES

- The Transported Asset Protection Association (TAPA) is a global organization which has developed standards which focus on the security of goods both in transit and at fixed locations. The controls evaluated in the TAPA TSR (Trucking Security Requirements) and Parking Security Requirements (PSR) can serve as a baseline for illegal passenger mitigation strategies. Contracting with TAPA certified trucking companies will reduce the risk of illegal passenger. Internet: www.tapa-global.org, www.tapaonline.org (Americas); www.tapa-apac.org (Asia), www.tapaemea.org (Europe).
- Sensitech is an organization that specializes in preventing cargo theft and recovering stolen cargo through monitoring technologies. The SensiGuard Supply Chain Intelligence Center is available to members, free of charge, through registration on the Sensitech website. The intelligence center will publish geography specific updates on current trend in cargo theft. Internet: www.sensitech.com.
- The UK's Home Office and Border force have published guidance on securing vehicles to protect against illegal immigration. In this guidance are links to example security checklists, steps haulers can employ to avoid civil penalties, and information on who to contact if it is suspected illegal immigrants have infiltrated vehicles/ cargo.

Internet: <https://www.gov.uk/secure-your-vehicle-to-help-stop-illegal-immigration>

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