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MARITIME SECURITY:
Protecting ships’ crews and cargo
FEATURES

Maritime & Port Security

Paul Singer of Securewest International considers what the fast-approaching deadline for compulsory Ship Security Alert System compliance will mean for the maritime community.

Veronique de Rugy of the American Enterprise Institute argues the case for an independent verification of the US Customs-Trade Partnership Against Terrorism cargo security programme.

Randall Shepard of Impeva Labs maintains that container security technology is the supply chain's new defensive frontline.

Personnel

IBM’s John Dischinger looks at how industry and academia can work together to train supply chain professionals.

Trigon’s David Childs asks why there is now an increasing demand for high quality security professionals.

Steve Cox of Security & Vetting Solutions considers the benefits and challenges of pre-employment screening.

Insurance

David Riley of a&b insurance brokers warns companies not to fall into the money laundering trap.

Fire safety

D-Tec’s Ian Moore explains why Video Smoke Detection is now acknowledged as the fastest and most accurate technology for the early detection of a fire.

Technology

Doug Stevens of Bulldog advises on how to choose the right GPS technology for cargo security.

James Giemanski of Powers International considers how the US Department of Homeland Security should change its focus to encourage the take-up of smart containers.

Allan Griebenow of AXCESS argues that although there may be no ‘silver bullet’ for cargo security, combining RFID, sensors and other technologies with best practices does work.

Biometrics

Clive Reedman, Chairman of the iAfB, looks at recent developments in biometrics technology, and considers their application to cargo security.

Security Standards

Paul Lighthurn of Lloyd’s Register believes that the transport security community can learn how to apply a pragmatic solution to developing universal standards from the experience of other industry sectors.

Truck & Road Security

Frank Heinrich-Jones interprets the results of a recent survey into the growing problem of violent attacks against international truck drivers.

Item Registration

Tim Purbrick looks at how registering your equipment, plant and artworks can help you to avoid the snares of property thieves.

CONFERENCE DIARY

A look at forthcoming intermodal transportation and cargo security events.
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 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). The questionnaire is also available from the ECMT web site (www.cemt.org).

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

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.

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.’

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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 (SIT), 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.

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

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