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SECURED PARKING AREAS in EUROPE

ESPORG SEMINAR in BONN (DE) 25.01.2017

(28/01/2017)

We were pleased to attend this seminar organized in BONN last week by ESPORG – the EUROPEAN SECURE PARKING ORGANISATION or the professional organization of “secure parking areas” operators in EUROPE; see www.esporg.eu.

The seminar was attended by representatives of

- several Secure Parking Operators from over all Europe (B-NL-D-UK-RO-ES);
- technical providers of security and IT features;
- the logistic & transport industry (a.o. DHL but also TLN-Transport & Logistiek Nederland);
- the insurance industry (GDV- Die Deutsche Versicherer/ TVM Holland / undersigned)

Several presentations were held i.r.o.:

- new projects for Secured Parking Areas (for inst. in LUGOJ Rumania);
- technical security features (CCTV- access control- fencing etc...)
see for inst. www.came.com
- technical IT features as pre-reservation and electronic payment & control i.r.o. the parking on the intended area are a “must”:
see for inst. the Cy Progress Consultant SRL
- the point of view from the Logistic Industry presented by Ron van Nimwegen (DHL) and Mrs.Minderman (TLN Holland);
- the point of view of the Insurance Industry by Mr Uwe-Peter Schieder (GDV Deutschland); completed by interventions by René Nobels (TVM) and the undersigned.

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The role of ESPORG

As a European professional organization of operators of „Secured Parking Areas“ (SPA), ESPORG can play an important role on different levels like quality control, contacts with the authorities (EU); representatives of the Transport- Shipping- and Insurance Industry.

As a quality standard the EU “padlock categories” are referred too (esp. the category from “3 padlocks” are more...)

Remark

I stated that a minimum technical standard is crucial as in our experience we faced a number of incidents in the last 2 years where operators (not ESPORG members to be clear) presented their parking as a SPA whereas in reality the security measures were insufficient or even in-existened...(3 cases in Spain...now 1 in Antwerp...)

So we have to do not only with “fake carriers” or “fake buyers” but also with “fake secured parking areas”....

Minimum Security Measures

There was an overall consensus to uphold that a SPA should provide security on the following levels:

- Solid fencing;
- In / out access control;
- CCTV coverage;
- Lightning;

Point of view of the Transport- and Logistic Industry

The huge problem of Cargo Crime esp. Cargo Thefts on parking areas was of course quoted as it is reason to great concern as Crime figures are on the rise...

From a technical and logistic point of view the representatives of the Transport Industry underlined of course they are in favor of the use of SPA; but also pointed out the lack of sufficient SPA in Europe (a well- known issue...).

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Mrs. Minderman (TLN) referred to the EU legislation (promising some important improvements) like:

- The implementation of several transport- corridors all over Europe (South-North and East-West);
- The increase of the EU budget in this respect in the period up to 2020 **to € 26 Billion (!) to improve infrastructure (incl. for SPA);**
- ***The obligation imposed by the EU on the Member States to make sure a SPA is created at least every 100 km (!) on these corridors!***

The representatives of the Transport- and Logistic Industry (Mr van Nimwegen / Mrs Minderman and myself in my intervention) nevertheless came to the crucial point who should bear the cost of the use of the SPA??

- This is in fact the essential point in the discussion as we see all in our daily practice that many carriers do not use a SPA (even when they had instruction to do so...) ;
- Everyone agrees that the cost of a SPA parking ticket (for inst. € 20 / night) is peanuts compared to the value of a shipment of some € 100.000 or even up to € 500.000...;
- But for a haulier operating with for inst. 50 trucks the daily cost will be € 20 x 50 or € 1.000 / day and this for every day of the year!!!
- In view of the reduced profit margins in the road transport (margins under pressure: see the continuing trend of “delocalization” to Eastern-Europe..) The hauliers are unable (to quote Mrs Mindeman) to bear this additional cost!!
- The fact is also that the shippers (the cargo-interests) have a role or a part to take in this respect:
 - o Value of the shipment v/ the max liability under CMR (can be 1/10);
 - o It is the primary duty of the cargo interests to perform some “risk management” instead of shifting all the problems to the carrier against a minimum (and still decreasing) transport costs...
- ***It was a pity therefore that at the seminar none of the Shippers Organizations were represented although ESPORG told they had been invited...***
- ***This discussion is of course not new...in my presentation at the Brussels Conference on SPA in October 2010 (or 6 years ago...) I already underlined this problem!!!***

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Point of view of the Insurers

Mr Schnieder also underlined the huge problems of cargo theft all over the world and Europe of all types of commodities / goods...

Of course insurers (be it individual insurers or professional federations) are highly in favor of prevention measures of all kinds like GPS tracking the use of SPA etc...

In the discussion after his presentation ESPORG wondered if insurers should not put more pressure on their clients to use SPA or even participate in the cost of the use of SPA:

- The representatives of the insurers stated it's of course not their role to pay for organizational measures...; also in view of the rather reduced cost of for inst. a CMR premium for a truck...;
- The problem is not as simple as one could think...
 - The role of Cargo Insurers v. CMR liability Insurers (or again the problem of "bearing" the cost between Cargo / Carriers...);
 - The fact remains that the CMR road transports are under a constant price pressure..
 - Problem of "delocalization" to the East...A Bulgarian driver costs only 1/3 of a Belgian one...and still we see a further shifting to the East.:(Moldavia / Bosnia / Ukraine etc...)
 - ESPORG wondered if a denial of the insurance cover to carriers not using SPA could not enhance the use of SPA?
 - In my reaction I remarked that most of the insurers in Eastern-Europe (and for inst. also in Spain) already exclude the risk of theft on non-secure parking areas...;
 - Which apparently did not lead to a change in behavior...
 - Of course such an obligation is realistic (and is already applied) in certain contracts esp. for cargo subject to theft in view of its value or nature (and should be developed further!)

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CONCLUSIONS

From a loss-prevention point of view all participants are in favor of a further development of a network of reliable SPA all over EUROPE and of the use of it by road carriers.

ESPOG – as a professional organization – can play an important role i.r.o. coordination and quality control.

The still existing problem of the lack of SPA all over Europe can come to a turn point thanks to EU initiatives:

- Legislation imposed on the Member States (nevertheless it will take years in my opinion before the States will comply with the imposed rules...);
- The EU subventions which will give a huge incentive to Private Investments :
 - o As I stated in 2010 none of the authorities (EU / national / regional) have ever shown an interest in invest financially in such projects..;
 - o Nowadays one might have the impression that the “run” to the EU subvention “pot” is declared open...which hopefully will result in more SPA in the field!

The crucial point i.r.o. the use of SPA remains the question who should bear the cost; the cargo-interests or the carrier?

- As we have always stated prevention is a venture involving all parties concerned and can't come from one side alone (for inst. the carrier);
- A solution can only be reached if both sides are prepared to work together and to discuss at least how the cost can be born.

We hope that this report can be useful to you and that it can contribute to a further discussion between all those concerned with the road transport.

Of course we will be pleased to receive your comments / remarks / critics / queries.

Kind regards,

Wim Dekeyser

28/01/2017.