

STATISTIEKEN LADINGSDIEFSTALLEN IN BELGIË

STATISTIQUES DE VOLS DE FRET EN BELGIQUE

STATISTIC DATA: THEFTS OF CARGO IN BELGIUM

2016

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S TATISTIEKEN LADINGDIEFSTALLEN IN BELGIË 2016

Het is ons een genoegen om u hierbij onze statistieken over de "Transportcriminaliteit" te bezorgen over het jaar 2016.

We vergelijken deze meteen met de statistische cijfers over de periode 2014 - 2015.

Zoals steeds gaat het om onze *eigen* statistische gegevens, die niet de pretentie hebben om de volledige situatie te omvatten. Gelet op onze positie in de sector, denken wij wel dat ze representatief genoeg zijn om een totaalbeeld van de problematiek aan te geven en - het belangrijkste - dat zij als basis kunnen dienen om de strijd tegen het fenomeen van de transportcriminaliteit verder te zetten en te intensifiëren.

Eén van de hoofdbekommernissen blijft natuurlijk de opvoering van de **preventie** in al haar aspecten: deze preventie behoeft als basis een ernstige analyse van het criminaliteitsfenomeen te hebben om kans op succes te hebben.

Zoals wij steeds weer herhalen, **zijn alle publieke en private partners die zich bezig houden met de strijd tegen de criminaliteit het erover eens dat statistische data de basis vormen voor analyse en een doelgerichte strijd tegen de criminaliteit.**

Daarom blijft het jammer dat weinige landen over statistische gegevens in zake Transportcriminaliteit beschikken.

Dit geldt voor bijna alle landen van EUROPA voornamelijk de grote landen zoals Duitsland, Frankrijk, UK en Spanje; maar ook voor ons eigen land.

Toch is iedereen het erover eens dat de transportcriminaliteit in EUROPA een gigantisch probleem stelt en nauw verweven is met de georganiseerde misdaad o.a. in OOST-EUROPA.

S TATISTICS I.R.O. THEFTS OF CARGO IN BELGIUM 2016

It is a pleasure for us to present you our statistics i.r.o. the "**Transport criminality**" over the year 2016.

We compare these immediately with the figures for the period of the years 2014 - 2015.

As always it concerns our *own* statistic data, which can't have the pretention to describe the full situation. In view of our own position on the market, we think however that the data are complete enough to present a total view of the problems and - most important - that they can be used as a basis to continue and to intensify the struggle against transport criminality.

One of the main concerns remains of course the increase of **prevention** in all its aspects: this prevention needs a serious analysis of the criminality as a basis, in order to be successful.

As we always repeat, **all public and private partners involved in combatting criminality and in law enforcement, agree that statistic data are the basis for analysis and a targeted action against criminality.**

Therefore it remains regrettable that very few countries dispose of statistic data i.r.o. transport criminality.

This is the case for almost all countries in EUROPE especially the big ones like Germany, France, UK and Spain; but also for own country.

Nevertheless everyone agrees that Transport Criminality is a huge problem in EUROPE and is closely linked to organized crime a.o. in EASTERN-EUROPE.

S TATISTIQUES VOLS DE FRET EN BELGIQUE 2016

Nous avons le plaisir de vous présenter nos statistiques relatives à la « **Criminalité de transport** » pour l'année 2016.

Nous procédons immédiatement à une comparaison avec les chiffres sur les années 2014 - 2015.

Comme toujours il s'agit de nos *propres* données statistiques, qui n'ont nullement la prétention d'englober la situation totale. Eu égard à notre position dans le secteur, nous croyons toutefois que les données sont suffisamment représentatives afin d'indiquer une vue totale des problèmes et - surtout - afin de servir de base afin de poursuivre et d'intensifier la lutte contre le phénomène de la criminalité de transport.

Un des soucis majeurs reste bien sur l'amélioration de la **prévention** dans tous ses aspects: cette prévention nécessite comme base une analyse sérieuse du phénomène de la criminalité afin de porter ses fruits.

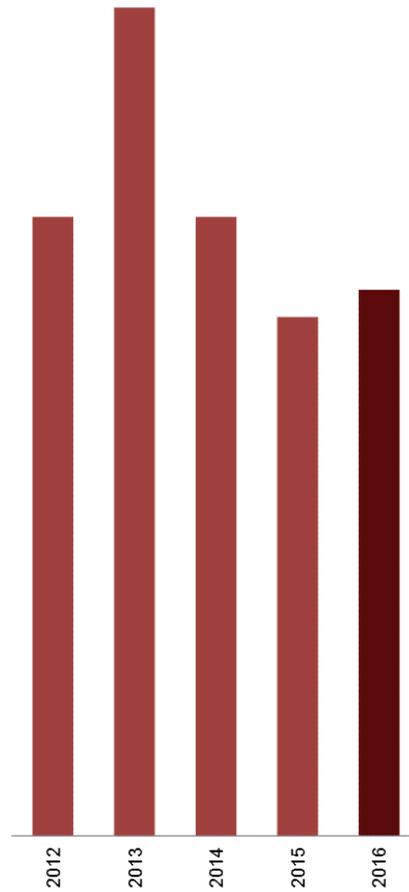
Comme nous n'arrêtons de souligner, **tous les partenaires publics et privés engagés dans la lutte contre la criminalité sont clairement d'avis que des statistiques forment la base indispensable à une analyse et à un combat ciblé contre la criminalité.**

Il reste dès lors regrettable que peu de pays disposent de données statistiques en matière de Criminalité de Transport.

Ceci est le cas pour la plupart des pays en EUROPE et notamment les grands pays comme l'Allemagne, la France, l'Angleterre et l'Espagne; mais aussi pour notre pays.

Néanmoins chacun est d'accord que cette Criminalité de Transport pose un énorme problème en EUROPE et est liée étroitement à la criminalité organisée e.a. en EUROPE de l'EST.

TOTAL FIGURES 2012- 2016



In 2016 we note a slight increase of the number of major incidents compared to 2015 (for the criminality committed in Belgium).

Official figures published in the Netherlands indicate a significant decrease of Transport Crime in that country; but the Netherlands are surely an exception compared to other countries ¹

¹ *Rapportage Transportcriminaliteit KLPD*

We must strongly underline that the Belgian transport & insurance world also has to face losses caused **outside Belgium by thefts in other countries: we estimate on the basis of our files and elements at hand that these losses exceed even the amount of loss caused by the criminality in Belgium.**

- Particularly FRANCE, GERMANY and the UK seem to be of great concern i.r.o. the exploding number of cargo thefts especially on non-secured parking areas.
- Recent figures of the French Police indicate a number of approx. 2.500 incidents in 2016 or an increase of some 14 % ²;
- In Germany the estimation of the number of incidents is approx. 6.000 incidents / year.

Unfortunately there is no Central Statistical Data Centre in Germany ³

In the previous years we have refrained from making an analysis of transport crime in the other European countries as our figures are of course not entirely representative for the transport criminality in other countries like for instance France, Italy, etc.

Nevertheless we have made for 2016 a short review of incidents abroad dealt with by our office **in other European countries** to come to the actual conclusion **that the loss suffered there by (Belgian) carriers exceeds the loss suffered due to incidents in Belgium.** This is no big surprise in view of the international character of road transport (and the transport criminality).

² Figures from the OCLDT (Office de Lutte contre la Délinquance Itinérante) – see also our mailing dated 31/10/2016.

³ Reply to a parliamentary question:

„Statistische Daten im Sinne der Fragestellungen werden bei der Polizei nicht erhoben. In der Polizeilichen Kriminalstatistik [wird] eine Unterscheidung nach Arten von Kraftwagen [...] nicht vorgenommen. Für die Beantwortung der Fragestellungen wäre eine Durchsicht sämtlicher infrage kommender Hand- und Ermittlungsakten bei der Kriminalpolizei erforderlich. Die Auswertung mehrerer Hunderttausend Vorgänge der Jahre 2010 bis 2015 ist in der für die Beantwortung Parlamentarischer Anfragen zur Verfügung stehenden Zeit nicht möglich“ Bachelorarbeit Annika Gropp HFÖV BREMEN

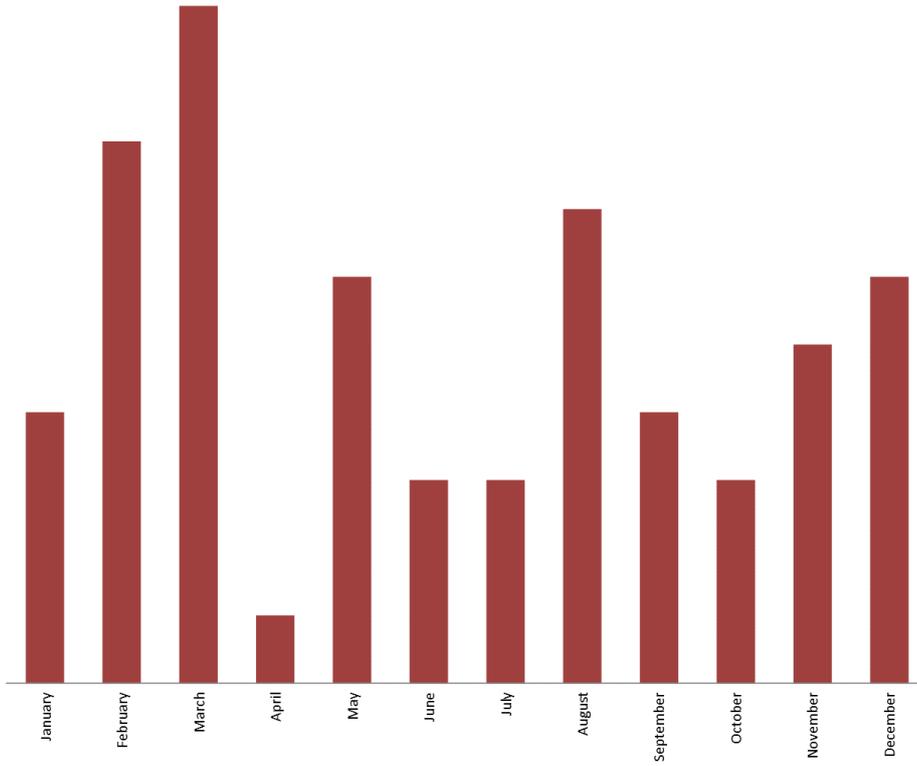
THEFTS ABROAD (outside Belgium)

Per country	France	28 %
	Germany	27 %
	UK	27 %
	Holland	8 %
	Spain	8 %
Modus-operandi	Open parking areas	75 % ⁴
	Closed parking areas	11 %
	Fraud (a.o. fake carriers)	10 %
	Hijackings	4 %
Stolen goods	Car parts (a.o. tyres)	26 %
	Electro	24 %
	Household goods	14 %
	Textiles	12 %
	Metals	10 %
	Cosmetics	10 %

⁴ These figures simply confirm the huge problem of criminality on non-secured parking areas alongside the highways (France / Germany / UK / etc ...)

THEFTS PER MONTH

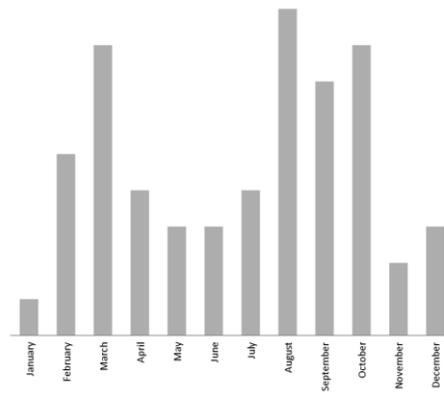
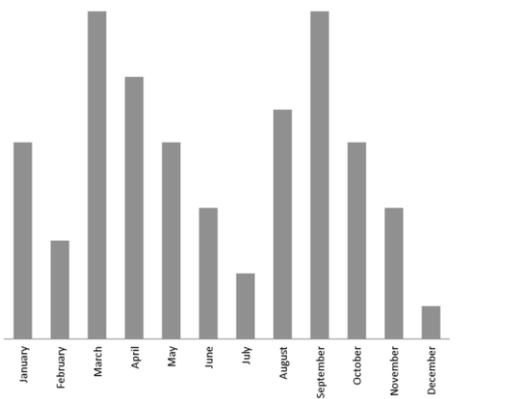
2016



COMPARISON WITH

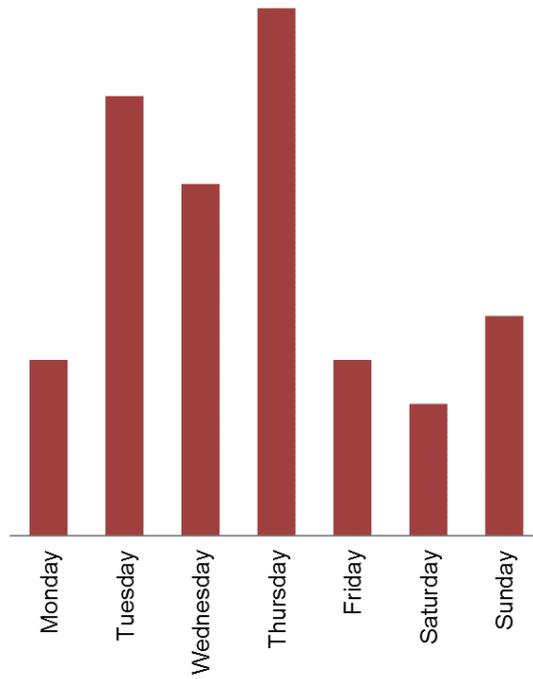
2014

2015



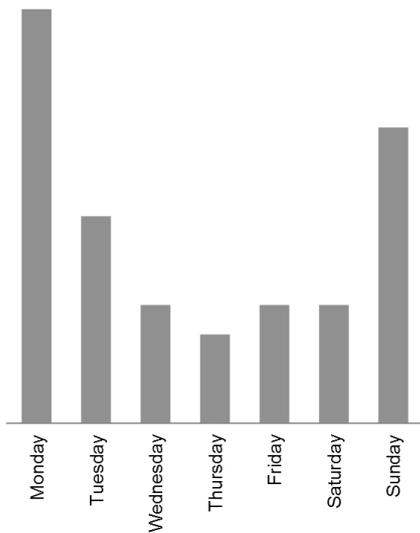
THEFTS PER DAY IN THE WEEK

2016

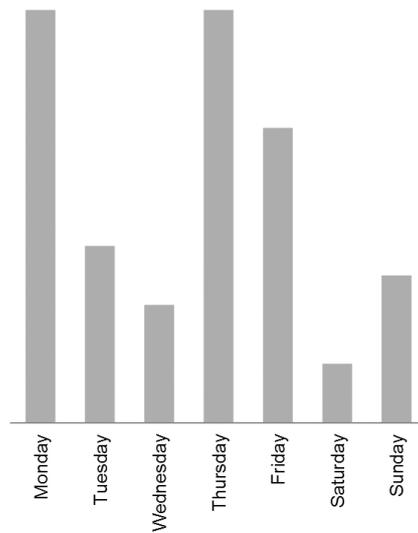


COMPARISON WITH

2014



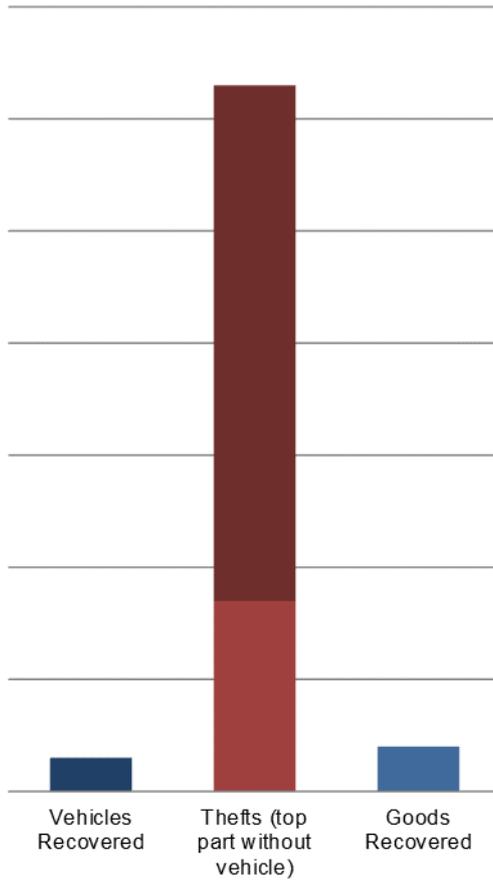
2015



For obvious reasons the weekends remain vulnerable (23 % of the incidents in 2016; but a decrease against 2015 where we had 38 %) and for an unknown reason Thursday seems to have also a high rate (in 2016 and in 2015)

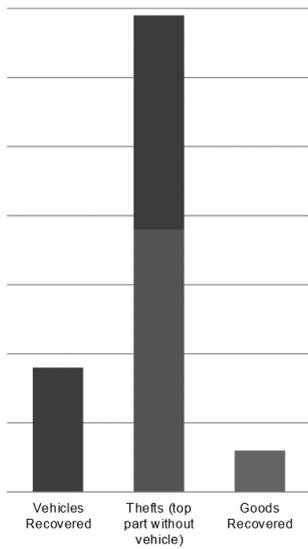
SOLVED CASES

2016

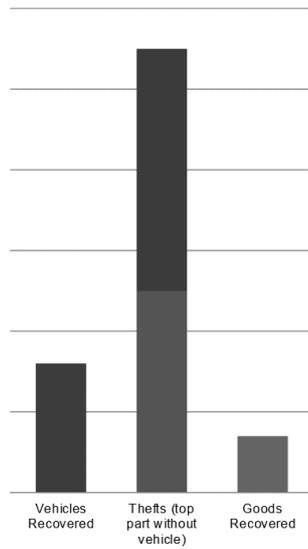


COMPARISON WITH

2014



2015



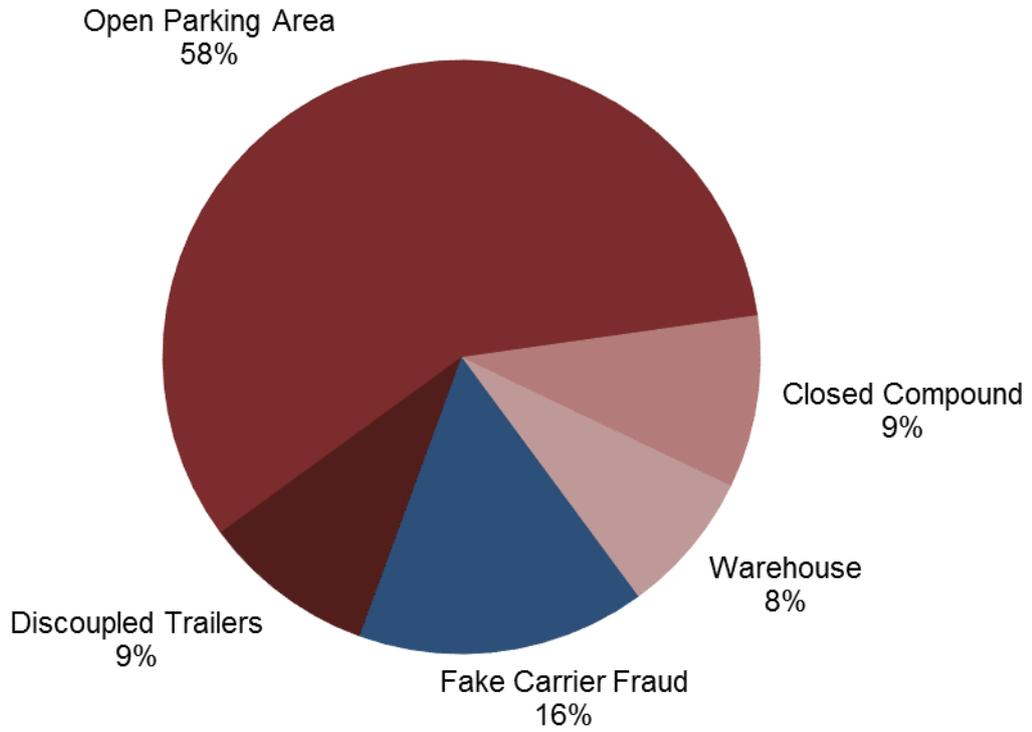
The recovery rate remains under pressure; surely in view of the role of foreign criminal gangs, for inst. from Eastern-Europe.

Where cargo has been recovered we clearly see the international dimensions:

- In 50 % of these cases the recovery was made outside Belgium:
 - For instance a huge recovery was realised in POLAND in 2016.
- This once again underlines the necessity of **international cooperation**.
 - As far as law enforcement is concerned this remains a huge problem esp. towards Central- and Eastern Europe. (what about Europol / Interpol?);
 - Most actions in this respect are the work of private investigators, who generally are a demanding party for a better Public/ Private cooperation.

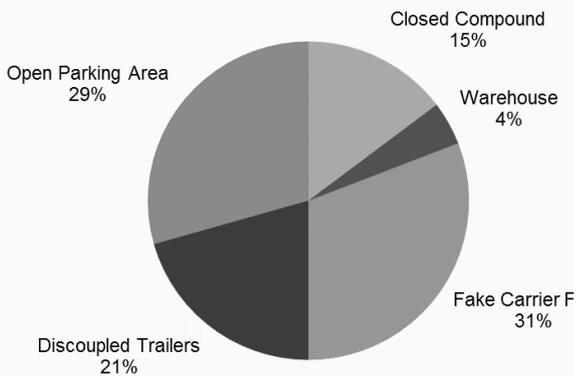
MODUS OPERANDI

2016

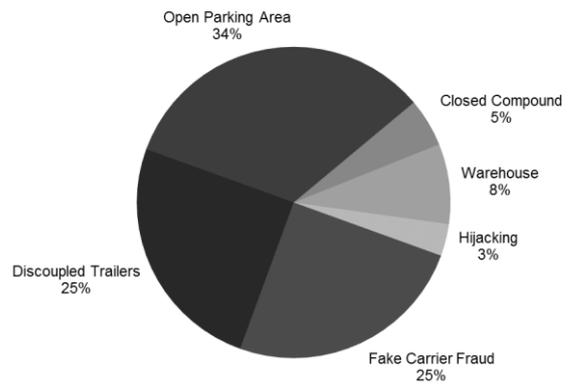


COMPARISON WITH

2014



2015



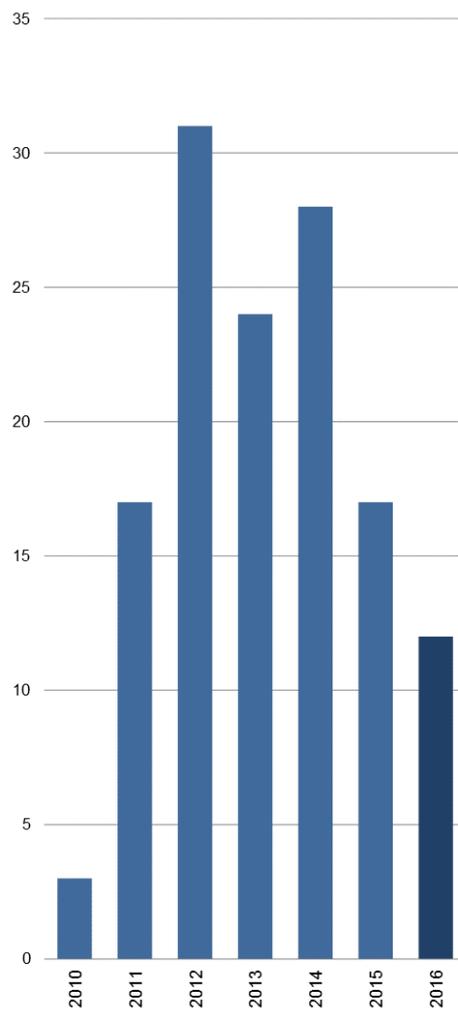
I.r.o. the MODUS OPERANDI:

- In 2016 we see a **decrease of the number of thefts of decoupled trailers and containers** – 10 % instead of 25 % – which is however **overcompensated by thefts on open parking areas**: now 60 % instead of 28 % of all incidents.
 - Again, this can be explained by the spectacular increase of thefts on non-secured parking areas mainly along the highways;
 - As already mentioned this is a general worrying evolution throughout Europe.
 - The fact remains that more than 50 % of all cases could be avoided by some kind of prevention. (secured parking areas for inst.)
- I.r.o. the **“fake carriers frauds”** (via freight sites) we are happy to note that the decrease which started in 2015 is more than confirmed in 2016 ; going from 26 % of all incidents to 15 %:
 - This is a significant and enduring positive evolution (due to prevention! See further in this report);
 - The result would have been really spectacular if we make abstraction of one specific gang which is arrested in the meantime.
- Also **warehouses** remain to be targeted regularly:
 - Number of cases is limited in percentage: 8 % in 2016, identically as for 2015.
 - But often the values concerned are high (luxury products)
- **Hi-jackings** remain the exception in Belgium
 - But we had several cases of brutal hi-jackings in the area North of Paris (one theft for more than € 1 Mio of luxury handbags)
 - These are really targeted at transports of high value shipments.

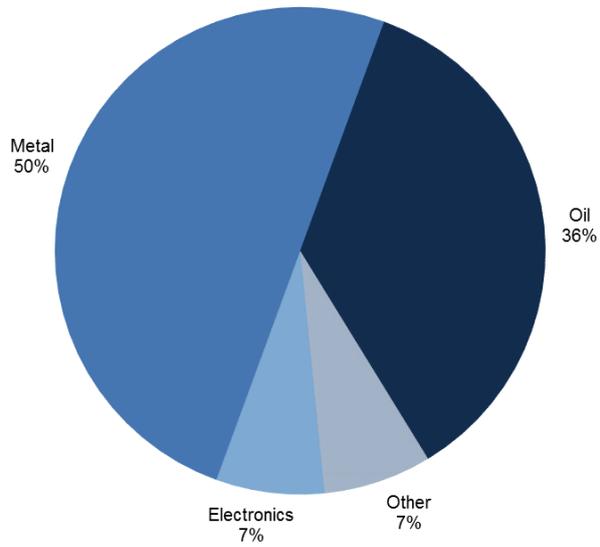
FAKE CARRIERS FRAUDS ANALYSIS

2016

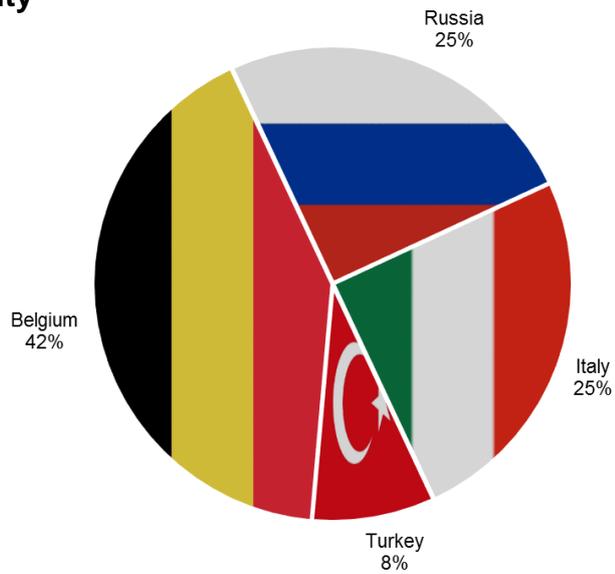
	<i>Number</i>	<i>Value</i>	<i>Recovered</i>	<i>% of all major incidents</i>
2016:	12 cases	€ 884.000	€ 5.500,00	15 %
2015:	11 cases	€ 1.038.000	/	15 %
2014:	28 cases	€ 2.105.173	€ 20.000	30 %
2013:	23 cases	€ 1.739.000	€ 482.500 (= 28 %)	26 %
2012:	31 cases	€ 1.951.747	/	24 %



Embezzled Goods



Fake Carriers' "Nationality"



Also here we see an evolution which was very specific for BELGIUM in 2016. The usual percentage of Eastern-European countries, representing **86%** of all cases in 2015, is no longer of application.

Division per site (ab)used by the criminals

A division per site isn't really relevant in 2016, as far as Belgium is concerned. The majority of cases were noted with *fake carriers* presenting themselves directly to their Principals.

We note that in other countries the 4 major freight exchange sites are still regularly appearing in fraud cases.

This finding is also directly related to the **spectacular decrease of fraud cases** where Belgian carriers have been victimised directly.

- In the first six months of 2016 the number of *fake carrier frauds* dropped almost to zero.
- The final number of cases in 2016 was caused mainly by one gang operating in a non-classical way if we may say so:
 - It concerned a Belgian / Dutch / Turkish gang operating locally in Antwerp and Rotterdam without a freight site intervention.
 - The gang has been stopped in the meantime and arrested.
 - But this gang stands for more than 50 % of these fraud cases in 2016.
- In other cases Belgian interests were victimised in an indirect way as their sub-contractors (for inst. in Spain or Lithuania) had offered the transport on a freight exchange site, often against standing instructions.
- The evolution therefore is hopeful for the future.
- **Reasons for the positive evolution** are among others:
 - **Warning systems** like the one we launched since a few years now.
 - Creating in the first place **awareness** and more prudence when contracting.
- **We have to remain vigilant.**
 - We will of course continue our efforts i.r.o. warning / prevention;
 - And also our efforts of convincing freight sites to be aware of their "legal liability" (where the Court decisions are promising for the future)

Some evolutions on the market may cause some concern:

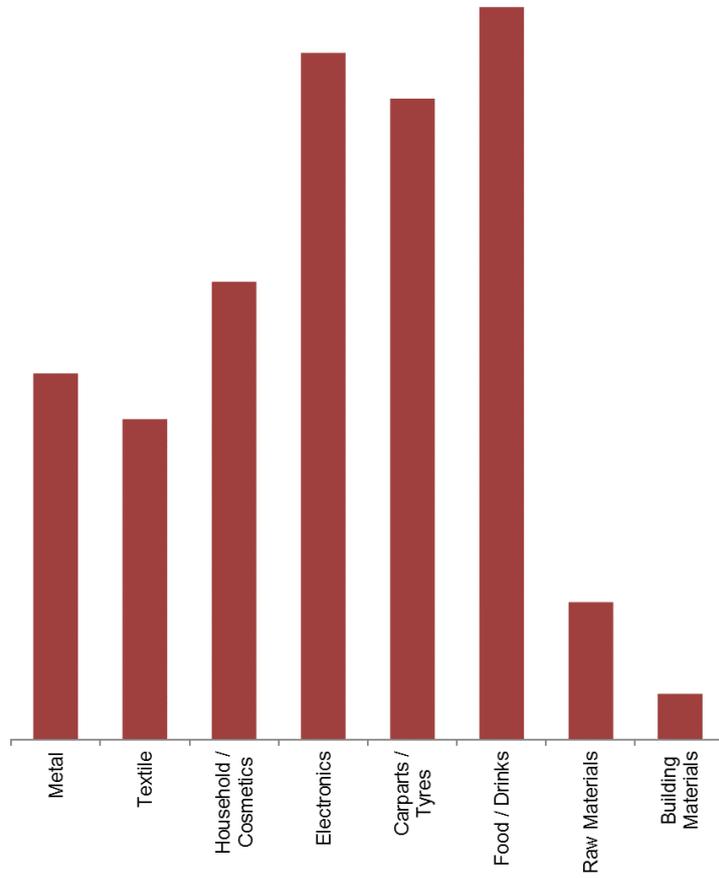
- For inst. one of the largest logistic operators in Germany became recently a (minority) shareholder of a USA based freight exchange site, seeking expansion in Europe.
- Official Port Authority Services are launching “global internet platforms”

The goal being very recommendable: sharing cargo volume, reducing empty kilometres, improving the ecological and economic situation, etc

But the experience learns that it is quite simple for criminals to get into these platforms in order to embezzle shipments.

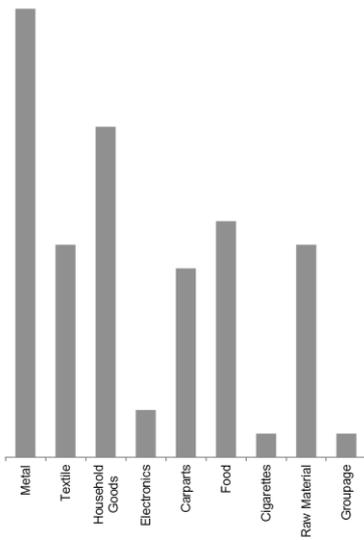
NATURE OF STOLEN GOODS

2016

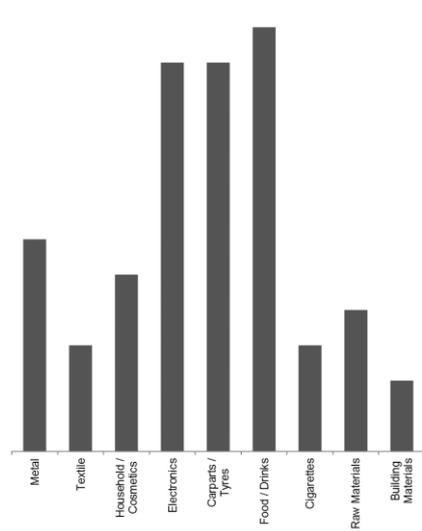


COMPARISON WITH

2014



2015



C OMMENTS

PRELIMINARY REMARKS

Major incidents

The analysis of this report is based on the *major incidents* we have dealt with. Although it can't have the ambition to be complete, we are convinced it gives a rather good picture of what happens and what tendencies can be noted i.r.o. the transport criminality on the *Belgian territory*.

As stated before, our own experience confirms that Belgian carriers / insurers face bigger financial losses due to thefts abroad than due to thefts in Belgium.⁵

It must be said for the sake of completeness that the *territorial criteria* becomes more and more difficult to follow. This for instance i.r.o. fake carrier frauds. Also in general, since an increasing number of Eastern-European carriers operates (be it as independent carriers or subsidiaries of Belgian Companies), Belgian interests increasingly have an international dimension.

Statistic data in Belgium

It is clear, but worthwhile to underline, that Belgian Carriers and Insurers do not only face transport criminality in *Belgium*; but are confronted daily with thefts in other countries. Like we were able to report recently, transport criminality is a huge problem in most European countries; although it remains problematic in most countries to obtain reliable statistic data.

On a regular basis our office becomes involved in investigations in other European countries, where we can see the same problems and evolutions as in Belgium, for instance: unsecure parking areas and fake carriers frauds (via freight exchange sites).

⁵ Based upon our investigations in Holland, France, Germany, UK, Spain, Italy & Central- and Eastern-Europe

FINDINGS

Of course many problems remain the same as reported in earlier published statistic data such as:

- Organised crime involvement in thefts of full loads, and networks to dispose of stolen goods in an organised manner;
- The topic of unsecure parking areas; especially alongside the highways. In spite of an increase of secure parking areas in some countries like France, the UK and Spain; the problem is far from being solved as the cost of using these facilities is apparently in conflict with the weak economic position of the road hauliers.

See further in this respect.

- General problems concerning law enforcement: low priority, lack of international cooperation between European law enforcement services, more protective laws i.r.o. "privacy" and for inst. the use of "informants". (very legitimate legislation which profits however in the first place to criminals)

As far as Belgium is concerned we have already criticised since several years a practice used by certain Belgian Police Services and Public Prosecutors Offices; i.e. the so called VPV (= a simplified Police Report):

In spite of our warnings in this respect, the use of VPV seems to continue, even for high value thefts.

We would like to draw the attention to a number of significant evolutions which must be challenged in the future:

Partial Thefts esp. on Highway Parking Areas

- This kind of criminality is also mainly and generally attributed to Eastern-European "travelling" gangs; where it is believed stolen cargo quickly moves to the East.
- It remains a huge problem for Belgian carriers not only in Belgium but all over Europe (France / Germany / UK / Spain etc...).

See our remarks in the first pages of our report i.r.o. increasing criminality for inst. in FRANCE and GERMANY.

- **This type of cargo theft is probably the most worrying in 2016.**
 - Every day we are confronted with such thefts on non-secured parking areas in Belgium / Holland / France / Germany / the UK / etc
 - In other words it is a general problem all over Europe!
- It brings us to the topic of the **SECURED PARKING AREAS (SPA) in EUROPE:**
 - The problems in this respect are of course not new. Already at the Brussels Conference on SPA in October 2010, we were able to describe the problems related to SPA especially the lack of sufficient SPA all over Europe!
 - In spite of promises by authorities, the situation remained in great lines unchanged:

For inst. in GERMANY – where this type of criminality is expanding drastically – there still are only 4 (four) SPA for the whole territory.

But also in other countries like Belgium or certain parts of France the lack of sufficient infrastructure remains a problem.
 - Some **new initiatives** are developed in 2016 / 2017 (esp. in Germany)

VEDA

Initiative from VEDA (the German professional federation of Parking Operators) creating the concept of “PREMIUM & QUALITY PARKING AREAS”:

Basically the VEDA concept had as the starting point that the high secured SPA were not realistic from a financial point of view (they may have a point there - see further) and adopted therefore a “light” security concept if we may say so.

These parking areas will be equipped with some security (CCTV for inst.) but will probably not be approved under the EU “padlock system” (at least not in the higher categories of this classification system);

Reducing the price / night to a reasonable level: from € 4 to € 10 in combination with reductions for restaurant / shower facilities etc.

The desired goal is to offer some level of security at an affordable price; which is of course a positive initiative, and better than nothing at all from a security point of view.

ESPORG

Initiative from ESPORG (the European professional federation of Operators of Secured Parking areas)

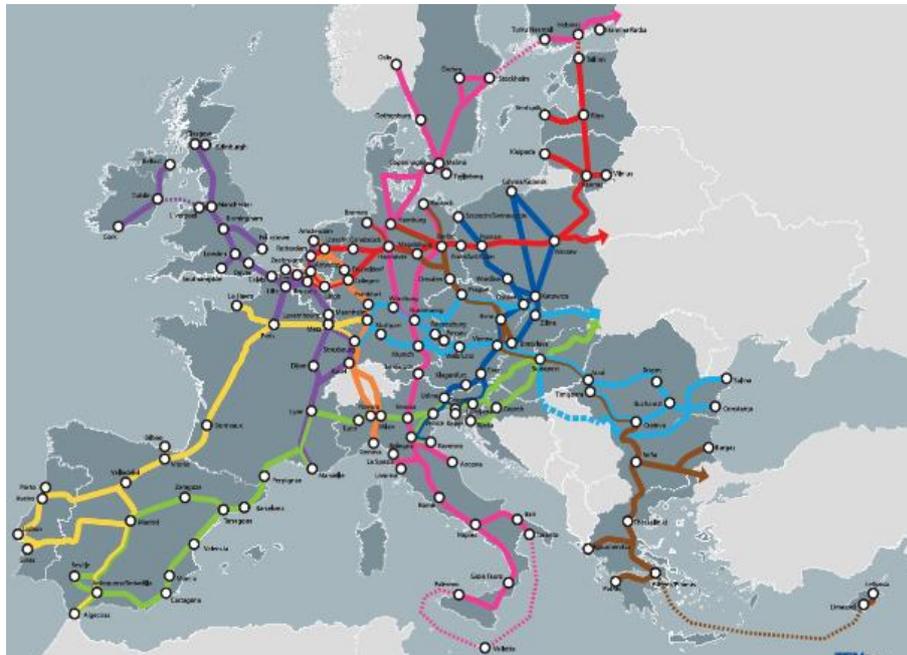
See also our mailing dated 28/01/2017

ESPORG stands for *the real SPA* in accordance to the EU “padlock” classification with minimal security standards including:

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

ESPORG (like others) seem to focus on the recent EU initiatives i.r.o. improved transport infrastructure & financial means reserved for this purpose:

TEN-T CORE Network concerning important transport corridors throughout EUROPE for which a EU budget of some € 26 Billion (!) is reserved, part could go to subventions for creating SPA's.



An obligation is imposed by the EU on the member states to make sure a SPA is created at least every 100 km (!) on these corridors!

This is an enormous challenge!

It will be very interesting to keep an eye on the follow-up by the member-states.

- The main problem for **a real use of the SPA** will always remain the cost aspect for the carriers and cargo interests.⁶

The daily practice teaches us that even a price of € 15 to € 20 /night is economically unrealistic for a haulier, as he has to pay let's say f.i. for his 50 trucks every night € 20 x 50 = € 1.000 / night.

In view of the continuing “delocalisation” to Eastern-Europe – always shifting further to the East to countries like Moldova, Bosnia, Ukraine, etc – the problem is even further from a (financial) solution.

We have always emphasized that prevention is a “joint venture” of all parties concerned in the transport i.e. carriers AND cargo interests.

- Beware of **“fake secure parking areas”**

In 2016 we had several incidents at paying parking facilities which presented themselves as “Secured Parking Areas” where in reality the security measures put in place were absolutely insufficient or even totally not existing: a few cases in Spain, one in Antwerp.

We can't but warn for these practices and advice carriers to be prudent in this respect!

Thefts of Decoupled Trailers and on Open Parking Areas

Thefts of decoupled trailers together with thefts on open, non-secured parking areas still account for about 70 % of all incidents.

In other words, prevention remains a huge challenge; we think for instance that security on company compounds (carrier's parking areas) must be drastically improved as well as the logistic organisation of the transports in order to avoid stops during the journey at unsafe locations. **Here the creation of more Secured Parking Areas is an absolute must.**

⁶ see our Presentation at the Brussels EU Conference in October 2010.

Warehouse Thefts

Remain a great concern for insurers; especially as criminals target high-value goods in warehouses.

In 2016 we have been confronted with a number of “warehouse burglaries” especially of the “*hit and run*” type, where the culprits only stay a few minutes on the site. Often it concerns targeted risks where valuable goods are stored (cameras / electronics...)

Prevention can / must be improved for instance by preliminary inspections of the sites; protection measures etc.

It is clear that simple security measures are not enough for high value risks; and that a security audit is not a luxury measure but absolutely necessary to limit the risks. Our experience in this field is at your disposal here.

Fake Carriers Problems in Relation with Electronic Freight Exchange Sites

This kind of criminality remains of great concern to the logistic & transport industry. Every day we are informed of new incidents all over Europe (France, Germany, Central- and Eastern-Europe)

- Most of our clients / contacts are familiar with our **Warning System** i.r.o. suspect or known criminal actors in this field:

We are quite happy to note a great interest from all over Europe in this system that is still offered free of charge.

The most important goal achieved is to create an **awareness for these risks!** Daily we are consulted by many in this respect.

It is a major satisfaction for us to see a **spectacular decrease of the number of incidents involving Belgian partners.**

- In the first 6 months of 2016 there was not one single case reported.
- In the second semester new fraud cases were unfortunately committed in Belgium which were in fact attributed mainly to one specific gang of Belgian-Turkish origin.

This is of course encouraging to continue the efforts.

- Another important topic is / remains the **possible liability of the freight sites themselves** for the incidents with fake carriers.

- In our previous reports we have already explained our views i.r.o. the possible responsibility of freight sites (like TELEROUTE / TIMOCOM a.o.);
- In November 2014 we even made an offer towards the 4 main European sites (TELEROUTE / TIMOCOM / TRANS.EU / RAALTRANS) to come to a more realistic approach of the sites i.r.o. this problem, without any real reaction to it from their side.
- Basic issue being that the sites promote their thorough checks and screenings of the candidate “account-holders”, where in many cases it has transpired that in reality these checks were (to use an euphemism) not very performing nor accurate.
This in fact (in our view) jeopardises the very essence of the “business model” of these freight sites.

Here it is encouraging to note that **our views have been completely followed by an important Court Decision i.e. the Court of Appeal in LYON** holding the involved site completely liable for the fact that clearly they did not proceed to the announced screenings. This resulted in a huge loss for their client, the Principal Carrier.

Other court proceedings are instigated in the meantime a.o. in Belgium.

- Needless to remind that “fake carriers frauds” can lead to huge claims (for the Principal Carriers) as most of the Courts will construe such a scenario as a case of “gross negligence” resulting in an unlimited liability (Art 29 CMR).

Fake “Buyers”

Although the problem is not new, and not directly related to Transport Crime but more to Fraud, we had a number of spectacular frauds committed by “fake buyers”. At least two cases each caused a loss of approximately € 500.000.

The technique used is quite simple: an important producer of for inst. copper or timber is approached by a promising new client pretending to represent a well-established concern (like VINCI France for inst.). The sales department is enthusiastic (and blind) and ships several shipments of goods without a payment guarantee. At the end of the day it transpires that the crooks abused the name of the established company using fake telephone numbers and mail-accounts to take delivery of the cargo without paying it.

Prevention can be very simple: **always check the real coordinates of your contracting party.** It can avoid a lot of problems.

Measures against “Social Dumping” and Impact on Transport Crime

In the past we have regularly reported about national laws esp. in Germany, France and Belgium aiming to fight the so-called “social dumping”:

- **Mimimum wages** are now imposed by law in Germany and France.
- **Prohibition for drivers to take their week-end rest in their truck.** (France / Belgium)
 - Important fines are stipulated: Belgium up to € 1.800; in France even up to € 30.000.
 - Until recently the enforcement of these measures did not seem to be of priority; but The Attorney-General at the EU Court of Justice has recently given a positive advice i.r.o. the validity under EU law of the Belgian legislation (and fine). Normally the Court follows the advice of the Attorney-General.
 - It is therefore realistic to consider that national authorities will see this as a green light to “enforce” their legislation against social dumping and thus to hand out (huge) fines.
This in spite of the protests of the Eastern-European Member States strongly opposed to such an approach. According to some comments this causes a kind of laxity of the Transport Commissioner Mrs Violeta BULC who can hardly find a comprise between the Western and Eastern Member States.
- **Possible impact on Transport Crime**

One might fear an impact due to the following factors:

- Imposing huge fines to a carrier (unable to pay these “immediately”) could lead to **seizures / arrests of trucks**, possibly resulting in delay in delivery or even damages or losses resulting from a shipment aboard a truck which is held up.
- Truckers will have to take their weekend rest elsewhere (in cheap hotels?). Their loaded trucks risk to be unattended / unsecured.

Cheap hotels / B&B (like for inst. Formule 1) do not have an infrastructure to park dozens of tractor units / trailers.

So these will be left unattended at some distance from the driver for the whole weekend, resulting in a loss of security.

Or even worse, drivers will be tempted to decouple the loaded trailer at an unsafe location, to get to the hotel with their tractor unit.

This is exactly the motivation of for inst. the Bulgarian Federation of Road Hauliers to fight this kind of legislation.

Stolen Goods

A quick look on the “hit-parade” gives the following result:

2016		2015	
1. <i>Food / drinks</i>	22 %	1. <i>Food / Drinks</i>	20 %
2. <i>Electro</i>	20 %	2. <i>Electro</i>	19 %
3. <i>Car-parts / Tyres</i>	19 %	3. <i>Car-parts / Tyres</i>	19 %
4. <i>Household products</i>	14 %	4. <i>Metals</i>	10 %
5. <i>Metals</i>	11 %	5. <i>Household</i>	9 %

No real surprises here. The top 5 remains the same. Only a decrease for metals can be noted.

It is remarkable that these kind of commodities appear also on top of the list in statistic data published for road transport in the USA. (for inst. published by Freightwatch)

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We really hope that these statistic data and our analysis may contribute to a better knowledge of transport criminality and can be an instrument in the continued struggle against its disastrous financial impact on the transport and insurance industry.

Of course we remain at disposal for any further queries. Your comments, suggestions, remarks will be most appreciated.

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09/03/2017