

Secure Truck Parking

It's time for action

With nearly 600 member companies and partners in the EMEA region, TAPA is a leader in providing supply chain security standards and intelligence wants to help the industry to tackle the number 1 cargo crime issue of cargo theft from trucks.

- Introduction
- Solutions, Challenges and Progress
- Overview of TAPA Parking Security Requirements
- Risk Assessment – Intelligence/Parking Locations
- EU SSTPA Status
- TAPA PSR and EU SSTPA Mutual Recognition?
- Questions and Answers Session

- Presenters

- Steve McHugh - TAPA EMEA Executive Director Standards
- Ionel Popa - TAPA EMEA PSR Lead
- George Wiessing – TAPA EMEA Treasury



Q&A please ask your questions after the presentations

Secure Parking, why it's important to TAPA?

- TAPA is a members driven supply chain industry association that provides and promotes security solutions to reduce exposure.
- We are increasingly active in the resilience business.
- We seek partnerships and mutual recognition to increase the resilience of the supply chain
- Lack of secure parking capacity results in increasing levels of truck related crime. This an area that urgently needs attention

What is the problem?

- Criminality
 - >53% of cargo losses in 2019 targeted trucks in unsecured/unclassified parking places
- Vulnerability
 - Drivers using unsecured parking places
 - No secure parking available
 - To avoid parking fees
 - To prevent route deviation/delay.
 - Parking demand exceeds supply on some high use routes. Many truck parking sites operate at near full capacity and don't see certification, as necessary.
 - Many truck parking sites struggle to be commercially viable because drivers/industry avoidance of sites in more remote locations and lack in incentives for drivers to use them.

All the above result in valuable loads being available to criminals in vulnerable locations

What is the problem?

Unless more action is taken, existing plans will not provide the safe and secure parking capacity the industry needs

Current Secure Parking Locations

EU SSTPA = 6 sites

TAPA PSR = 71 sites, 7300 places

LABEL* = 51 sites

Unclassified Parking Locations

800+ sites, 500+ sites advertise
unvalidated security features

Estimated Secure Parking Required

2000+ sites

400,000+ places

*LABEL pre-dates SSTPA as an EU parking standard and provided an audit template that did not always produce a certificate. Therefore secure classification data is estimated

Where can the additional parking place capacity come from?

- Transition of existing unclassified parking sites to certified schemes
- EU/Government infrastructure projects to part finance new and upgraded parking facilities
- Private investment initiatives - parking sites supporting local large-scale manufacturing/distribution hub networks
- Recycling – e.g. warehouse parking enclosures, vehicle storage compounds that are deemed secure but not needed full time for their original purpose. Utilized as certified part/full time parking sites

Challenges to overcome

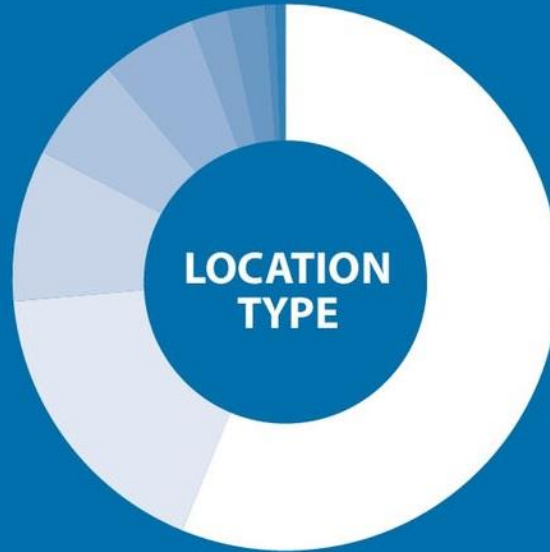
- Getting regulators, enforcement agencies and industry working on achievable and effective parking security solutions that will drive capacity to meet the demand.
- Improving collaboration between the supply chain industry key players
- How to incentivise the supply chain to support expansion of parking capacity and use that capacity as it becomes available.
- It's no longer just a cargo security problem
 - Driver safety and comfort
 - Truck service facilities
 - Digitalisation and use of transportation data for booking systems
 - Compliance with laws and regulations (Mobility Package, DATEX II etc.)

What can TAPA EMEA do to support the need for growth?

- It's an industry problem! But TAPA can
 - Continue to promote the concept of secure parking partnerships with regulators and private industry to tackle the lack of secure parking.
 - Seek alignment with EC on mutual recognition of the EU SSTPA and TAPA PSR parking standards
 - Support both PSR and SSTPA standards and provide associated training
 - Campaigns to promote TAPA PSR throughout EMEA
- Incentivise our member base to become active in promoting and using secure parking as “PSR Ambassadors”



Theft from Vehicle	136 (76.7%)
Theft from Facility	8 (4.5%)
Robbery	7 (3.9%)
Theft of Vehicle	6 (3.3%)
Truck Theft	6 (3.3%)
Theft	4 (2.2%)
Hijacking	4 (2.2%)
Fraud	4 (2.2%)
Theft of Trailer	3 (1.7%)

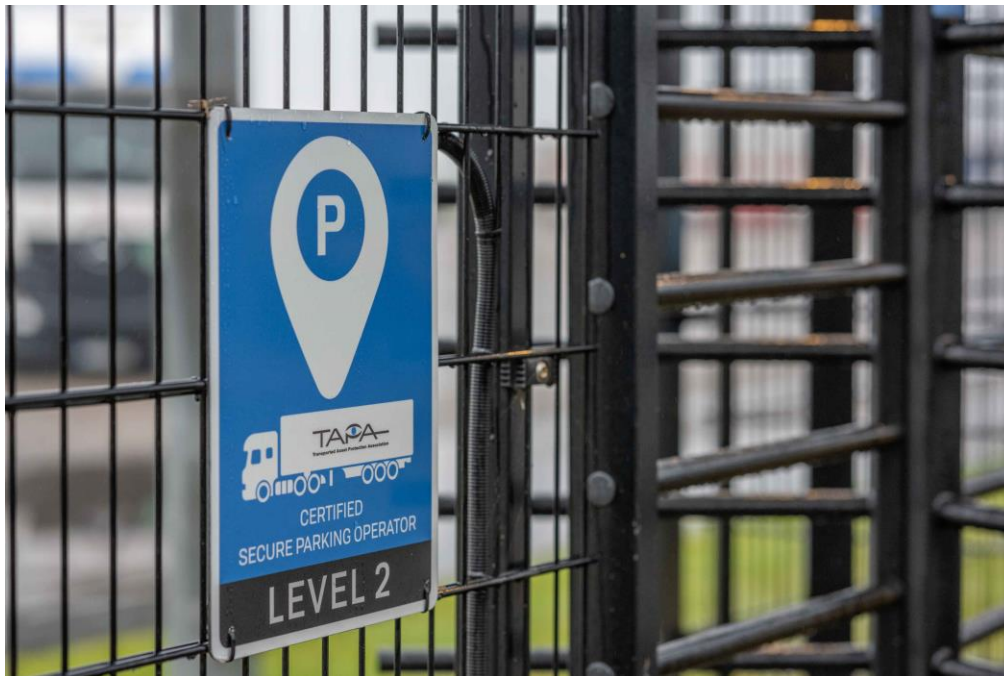


Unclassified Parking Location	100 (56.2%)
Unknown	31 (17.4%)
Destination Facility	16 (9.0%)
Services 3rd Party Facility	11 (6.2%)
En Route	10 (5.6%)
Road Transportation Facility	4 (2.2%)
Origin Facility	4 (2.2%)
Aviation Transportation Facility	1 (0.6%)
Authorised 3rd Party Facility	1 (0.6%)

Where should our focus be?

Source: TAPA Vigilant, August 2020

Who should be interested in Secure Parking?



Manufacturers
Transportation Companies
Parking Place Operators
Insurance Companies
LEA

What do we need?



PSR Ambassadors:

Believe in this program

Be our evangelists

Spread the message



PARKING SECURITY REQUIREMENTS (PSR) 2018



Parking Security Requirements 2018

TAPA Standards

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There are three ways Parking Place Operators can join TAPA's secure parking programme and ensure your locations are visible to TAPA members using our digital secure parking tool:

Parking Security Partner – PPD, 54 sites now

Sign a declaration to become a TAPA PSR Partner to confirm basic security controls are in place. Your participation in the programme will need to be renewed annually.

Self-Certification

A self-certification audit to meet the requirements of PSR Level 3 and the issuing of TAPA certification valid for 3 years. TAPA will conduct sample audits of self-certified sites.

Independent Audit Body (IAB) Certification (Levels 1, 2 and 3)

The full certification programme has three levels with TAPA Parking Security Requirements (PSR) certification by Independent Audit Bodies:

- **PSR Level 1** = highest security protection with a formal certification – *currently 1 site*
- **PSR Level 2** = mid-level security protection with a formal certification – *Now 6 sites*
- **PSR Level 3** = lowest security protection with a formal certification - *currently 10 sites*

TAPA EMEA Webinar – Risk Assessment - Intelligence and Parking Locations



The screenshot displays the TAPA IIS Database / Secure Parking web application. The browser's address bar shows the URL 'https://www.tapa-global.org/iis.html'. The page header includes the TAPA logo and the title 'IIS Database / Secure Parking'. The interface is divided into three main sections: 'List', 'Map', and 'Archive'. The 'Map' section is active, showing a map of Europe with numerous green circular markers indicating parking spots. A left-hand sidebar contains various filters, including 'Filter Incidents', 'Filter Parking Spots', date range selection (From: 23/06/2020, To: 23/09/2020), and dropdown menus for 'Incident Category', 'Modus Operandi', 'Location Type', 'Country', 'Region', and 'Product Category'. At the bottom of the sidebar are buttons for 'Apply filter and refresh list' and 'Reset filter'. The bottom of the browser window shows the Windows taskbar with the search bar and system tray.

- Commission is empowered by Article 8a of Regulation (EU) 2020/1054 to adapt a Delegated Act establishing standards and certification procedures for safe and secure parkings in the EU.
- DG MOVE is currently working on a first draft of this Delegated Act that will be presented in the Expert Group Meeting on 20 November 2020.
- Further work is expected to happen in 2021 for a possible adoption during the year.

Mutual Recognition Option

Study on Safe and Secure Parking Places for Trucks

Final Report

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February 2019

	BRONZE LEVEL	SILVER ADDITIONAL TO BRONZE	GOLD ADDITIONAL TO SILVER	PLATINUM ADDITIONAL TO GOLD
PERIMETER	<ul style="list-style-type: none"> Visual deterrent to recognize the secure parking area Lighting at 15 Lux Vegetation trimmed, good visibility 	<ul style="list-style-type: none"> Physical deterrent to prevent unauthorised access (e.g. ditch, rocks, fence) or continuous video monitoring and recording by trained staff Lighting at 20 Lux 	<ul style="list-style-type: none"> > 1.8 m physical barrier (height) Lighting at 25 Lux CCTV covering perimeter Measures to prevent unauthorised barriers Clear: between area 	<ul style="list-style-type: none"> Add-on for physical barrier: Deterrents to climb over
PARKING AREA	<ul style="list-style-type: none"> Only freight vehicles and authorized vehicles allowed as indicated by signage Physical or remote surveillance checks / inspection at minimum once in 24 h Lanes must be lit at 15 Lux Vegetation trimmed, good visibility 	<ul style="list-style-type: none"> Physical or remote surveillance checks / inspection at minimum twice in 24 h (one at daytime, one at night) If pedestrian lanes exist, they must be lit at 15 Lux 	<ul style="list-style-type: none"> Onsite contact 24/7 Mark pedestrian 	
ENTRY / EXIT	<ul style="list-style-type: none"> Lighting at 25 Lux CCTV (good image quality) 	<ul style="list-style-type: none"> Barriers CCTV (records of entering vehicles) 	<ul style="list-style-type: none"> Barrier climbing protection Intruder detection Licence 	
STAFF PROCEDURES	<ul style="list-style-type: none"> Fit unauthorized vehicles so that they cannot drive away or Removal of unauthorized vehicles if legally permitted Risk Assessment Plan in place 	<ul style="list-style-type: none"> Staff trained by an accredited training provider is available 24/7 onsite or in a control centre Appointment of formally responsible person for staff procedures in case of incidents Documented staff training once a year in view of incident prevention Incident and crime reporting to staff and police must be enabled 	<ul style="list-style-type: none"> All staff be certified under national legislation The fit person to will some checks, o records Alarm procedure The staff manage to prepare crash team Route in place 	



EU SSTPA and TAPA PSR Mutual Recognition Agreement

An agreement between The European Commission and the Transported Asset Protection Association that sets out the arrangements for Mutual Recognition of EU SSTPA and TAPA PSR. The intent being a harmonisation of 2 schemes that have the same common goal of increasing safe and secure truck parking capabilities within the EU member states.



SECURITY REQUIREMENTS (SR) 2018

Parking Security Requirements Appendix A – Parking Security Requirements

Section	MINIMUM SECURITY STANDARDS PSR SITES	1	2	3
1	Perimeter & Entry/Exit Points			
1.1	Physical Security – Perimeter & Entry/Exit Points			
1.1.1	A continuous visual separation of the parking place perimeter and adjacent properties must be in place e.g. fence, barriers, signage, lines or ditch.			✓
1.1.2	Physical barriers to prevent any vehicle (car/truck) entering or leaving site unless through an authorized access point. <i>Note: The physical barriers must be designed to deter and prevent unauthorised access by vehicles to the truck parking area. The barriers can be concrete blocks, large rocks or a strong fence etc. It should not be possible to pass with a vehicle through any of the barriers or to mark open a barrier using tools or equipment found on the site.</i>		✓	
1.1.3	1.8 meter high physical barrier enclosing the entire parking area. <i>Note: The physical barrier must be designed to deter unauthorised access by pedestrians or vehicles, must be a height of 6 feet / 1.8 meters along its entire length, including areas where ground level changes, i.e., is uneven.</i>	✓		
1.1.4	Physical deterrents are installed that ensure poles, posts, trees, gates and any other structures cannot be used to aid climbing over, through or under the physical barrier enclosing the parking area.	✓		
1.1.5	Physical barrier has intrusion detection system installed along its entire length. <i>Note: Examples of suitable intrusion detection devices include but are not limited to: motion detection on the perimeter barriers, vibration detection that can detect attempts to break or climb the barrier, flame detection, CCTV, image based alarm monitoring.</i>	✓		
1.1.6	An internal clear zone (no temporary structures, parking, storage or equipment) of not less than 1 meter must be kept between the perimeter and the parking area.	✓		
1.1.7	Bushes, trees and other visual obstructions on or adjacent to the parking place perimeter are to be controlled ensuring unobstructed visibility of the perimeter and people at all times.	✓	✓	
1.1.8	Vehicle entry to and exit from the parking area must be controlled by physical gates.	✓		
1.1.9	Vehicle entry to and exit from the parking area must be controlled by physical barriers and/or gates.	✓		
1.1.10	Measures in place to prevent unauthorised vehicle access to the parking area by tailgating or subvanga of the access controls.	✓	✓	
1.1.11	Vehicle entry to and exit from the parking area must be controlled by measures forcing vehicles to stop for validation checks before entry/exit permitted.	✓	✓	
1.1.12	Perimeter vehicle gates closed at all times unless for authorized truck movements. Controls ensure that only truck to enter or depart each time they are opened.	✓		

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Industry Standards



- Alignment – EC and TAPA agree on the problem
- We need to target the loss incident trend. To do that we need to increase secure parking capacity and use
- TAPA PSR activities prioritises the conversion of existing parking sites to become recognised as secure parking sites
- EC/EU activities enables the infrastructure projects that will create new parking site capability and upgrades of the existing large sites
- Parking place operators should be free to choose which schemes best suits their needs

TAPA seeks mutual recognition with between TAPA PSR and EU SSTPA



Questions?

Our moderator will select questions from the chat room or please let us know if you wish to raise a question