



FEDEMAC - POSITION PAPER

SECURITY – INTERNATIONAL ROAD TRANSPORT

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In the aftermath of 11 September 2001, the Madrid & London bombings and more recently the bombings elsewhere much attention has been focused on improving security in transport and logistics. Initial measures focused on air and maritime transport, attention is now turning to the whole logistic and supply chain, which covers all modes of transport, including the road mode. This is understandable and important to us all but it is only part of an ever worrying concern over safety and security.

However, it is important to remember that if security procedures become too stringent the business of transporting goods could almost grind to a halt, which would give terrorists the success they were seeking. New security measures should be balanced in relation to the objectives they pursue, their costs and impact on traffic.

Unilateral measures are unacceptable, especially when they are applied asymmetrically and to the detriment of the interests of third countries. Given the international character of long haul road transport and transport in general, security requirements should be based on reciprocal arrangements, uniformly applied and enforced without discrimination, which must allow for the most efficient flow of trade.

FEDEMAC & the 'Removals Industry' are fully conscious of the need to contribute to security in road and other forms of transport. Enhanced security is in the sector's own interest. The role of States and their authorities in ensuring general security is however irreplaceable. It is their basic obligation. The goodwill and active participation of the road transport industry is essential to the success of any measures designed to improve security.

However the facilitation of important service industries and trade cannot be ignored, even when security considerations are high on the agenda. It is essential to strike a proper

balance between security and facilitation of formalities and procedures, in particular at frontiers. It should also be borne in mind that zero risk does not exist and total security can never be guaranteed.

Existing security/facilitation instruments offering both security and facilitation benefits should be used to the maximum, such as the TIR system or the EU's Common/Community Transit systems for International journeys starting or ending outside the E.U.

At the same, however, it is essential to preserve the 'hard won' freedom of movement within the E.U. which allows for economic activity, flexibility of collecting/delivering multi-lateral consignments en route and when returning from other E.U. countries. Placing 'seals'/'plombs' on vehicles on such journeys would be very detrimental to removers and to the flexibility provided to customers in need of efficient 'part load' movements etc at economic rates.

The removals industry believes that adequate locks/alarm systems should be sufficient if supported by adequate secure parking areas, enhancement of police 'protection' services and the use of economical technical 'checking' equipment at strategic sites/areas.

Criminal activity, fraud in customs transit systems, people smuggling and carriage of prohibited goods must be fought by customs authorities acting in a determined manner to identify the person(s) directly liable for the crime. Furthermore, legislation and self-regulation in customs transit management systems, protecting the rights of honest traders, introducing computerised systems to ensure rapid data exchange and tightening admission criteria to customs transit systems, should be widely implemented but this should be done without compromising efficiency and sustainability.

Duplication of effort by international bodies is harmful and must be avoided. The removals industry wishes to see an efficient harmonisation of all security related efforts on the international scene.

Safety and Security for Drivers and Operators

FEDEMAC believes that the present legal situation places too much responsibility on both driver and company.

Companies/personnel must have a high degree of responsibility for checking the load, locking the vehicle, being vigilant, reporting anything suspicious, parking in safe areas and similar security awareness whenever and wherever practical. This responsibility must also be shared by consignors and consignees at such places as warehouses, factories and the like.

However, these requirements become more difficult when a remover is loading from a private house where the customer, members of the family or third parties may have pre-packed a number of personal boxes, had access to the goods, labelled cartons as miscellaneous, etc - or if the goods are collected from a 'self-store' facility where the

remover would have little, if any, knowledge of the content of the storage 'lock-up' or any cartons/packages therein.

Whilst 'industry-wide' guidelines for security are wise it is often totally impractical or impossible for drivers/staff/operators to comply with all such advice. An example might be – trying to ask a private customer in Paris to sign to confirm that the removal van has not been 'tampered' with or 'the locks are still 'in situ' on a journey from London to Paris before the vehicle is re-locked/re-sealed for continued onward transit to say Madrid and then to Morocco. Numerous other situations would bring about such similar impracticalities or refusal on the part of a customer.

In addition to such problems at origin & destination and as referred to above, the reality is that there are far too few adequate secure parking areas suitable for large goods vehicles and that there is a need for far more 'technical' checking equipment at places like ports, docks, large service areas and borders.

Such areas/equipment should be user-friendly, economic to use and encouraging rather than discouraging (*threat of legal action when infringements noticed*) when used.

Security related financial burdens fall on the end users. Legislators must keep in mind that financing security systems falls on the end users and beneficiaries of goods and services either as consumers or tax payers.

Electronic advance customs declarations should not be implemented hastily! Advance electronic customs declarations will require considerable changes to current practices and substantial investment. Adequate implementation time and suitable facilitation incentives should be provided while the possibility to use paper documents should be kept. A 24-hour pre-arrival notification to customs authorities in case of border crossing traffic is excessive for road transport. Just-in-time requirements for many 'removal consignments' simply do not allow such a long pre-notification period.

However, in the short term, much more needs to be done to avoid innocent drivers/companies being exposed to the activities of organised criminals, drug 'trafficking', ingress of clandestines and/or being labelled 'guilty' until proved 'innocent'

about FEDEMAC

FEDEMAC (originally CODEMAC) was first founded in 1959 when a number of National Removers Associations within Europe formed a coalition to exchange views and information. In 1965 the name was changed to FEDEMAC –The Federation Des Entreprises de Déménagement Du Marche Commun – but, whilst the abbreviation remains, the organization is now referred to as The Federation of European Movers Associations.

FEDEMAC was registered as an independent European organisation on 1 January 1995. Today it represents the interests of around 4,000 Professional Removals Companies in 25 European Countries.

FEDEMAC's main function is to co-ordinate national activities at a European level. Much of this work is centred on lobbying at the EU Parliament and Commission; liaising with national/international associations and other trade orientated organisations such as the IRU, MPE, the WCO and BEUC; and, undertaking other activities at national and EU level as appropriate.

FEDEMAC works continuously towards the harmonisation of working methods; quality standards; training; and, co-operation within the Moving industry throughout Europe.

FEDEMAC is also at the forefront of encouraging and assisting with the establishment of National Trade Representation and Associations for the Removals Industry in 'New' E.U. Member States. Communication; magazines; newsletters; e-news bulletins; directories; regular meetings; and, the use of modern IT tools form an important part of this work.

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