



Ad-Hoc Query on prevention and information campaigns for transport companies and truck drivers

Requested by BE EMN NCP on the 2nd of October 2015

Compilation produced on 25 November 2015

Responses from Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Estonia, Finland, France, Germany, Hungary, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Slovak Republic, Slovenia, Spain, Sweden, United Kingdom plus Croatia, Norway (24 in Total)

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1. Background Information

In Belgium, the phenomenon of (irregular) transit migration to other EU Member States is increasing, in particular migrants climbing onto trucks on parking areas alongside the highways. The Minister of Foreign Affairs and the State Secretary for Asylum Policy and Migration intend to tackle this issue in a coordinated and integrated manner involving all parties concerned and regarding all its aspects.

In this framework, an Action Plan has been drafted. One of the planned actions is the organization of an information and awareness-raising campaign targeting truck drivers, transport companies, and parking operators. This could include the dissemination of targeted messages through leaflets, posters, brochures, etc.







Belgium would like to take into account existing good practices in other EU Member States. Therefore, we kindly ask you to reply to the following questions:

1. Has your country already organized such prevention activities? YES/NO
If yes:
2. What prevention activities did your country organize, who did they target and what tools were used?
3. What was the content of the given messages?
4. Which authorities were involved/collaborated for these activities?
5. What results were achieved (after evaluation)?
6. Would it be possible to provide us with examples of leaflets, posters, brochures, videos, etc?

We would very much appreciate your responses by **15 October 2015**.

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2. Responses¹






		Wider Dissemination? ²	
	Austria	Yes	<ol style="list-style-type: none"> 1. No Source: Austrian Ministry for Transport, Innovation and Technology 2. N/A 3. N/A 4. N/A 5. N/A 6. N/A
	Belgium	Yes	<ol style="list-style-type: none"> 1. No 2. N/A 3. N/A 4. N/A 5. N/A 6. N/A
	Bulgaria	Yes	<ol style="list-style-type: none"> 1. No
	Cyprus	Yes	<ol style="list-style-type: none"> 1. NO, since Cyprus is an island we don't have trucks transiting between another MS and Cyprus
	Czech Republic	Yes	<ol style="list-style-type: none"> 1. No 2. N/A 3. N/A 4. N/A 5. N/A 6. N/A
	Estonia	Yes	<ol style="list-style-type: none"> 1. No 2. N/A 3. N/A

¹ If possible at time of making the request, the Requesting EMN NCP should add their response(s) to the query. Otherwise, this should be done at the time of making the compilation.

² A default "Yes" is given for your response to be circulated further (e.g. to other EMN NCPs and their national network members). A "No" should be added here if you do not wish your response to be disseminated beyond other EMN NCPs. In case of "No" and wider dissemination beyond other EMN NCPs, then for the Compilation for Wider Dissemination the response should be removed and the following statement should be added in the relevant response box: "This EMN NCP has provided a response to the requesting EMN NCP. However, they have requested that it is not disseminated further."





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			<ol style="list-style-type: none"> 4. N/A 5. N/A 6. N/A
	Finland	Yes	<p>Due to the sudden influx of asylum seekers, the Finnish police and Border Guard have launched enhanced alien surveillance at the Finnish-Swedish border in the city of Tornio. The Finnish Customs has also enhanced customs enforcement in the area and placed x-ray equipment for cargo. Alien surveillance is also being performed elsewhere in the country, and in harbours and airports.</p> <p>The Finnish Border Guard has equipment that can be used for detecting persons hidden in vehicles or stowaways, such as heartbeat and CO2 -detectors. Specially trained dogs are also used for this purpose.</p> <p>With regard to prevention campaigns, the Finnish Border Guard has not organized information and awareness-raising campaign targeting truck drivers, land transport companies, and parking operators. However, the Finnish Border Guard has continuous cooperation with airlines and sea operators.</p>
	France	Yes	No France does not organize such prevention activities.
	Germany	Yes	<ol style="list-style-type: none"> 1. No 2. n/a 3. n/a 4. n/a 5. n/a 6. n/a
	Hungary	Yes	<ol style="list-style-type: none"> 1. No. Hungarian Police, however, issued a statement in August 2015 to inform taxi drivers that transportations of migrants staying illegally in the territory of Hungary can be punished, according to the Section 354 of the Hungarian Criminal Code (Act C of 2012 on the Criminal Code). Section 354 lays down that if someone consciously helps a person staying illegally in the territory of Hungary, with the intent to obtain financial gain, he/she can be punished on the basis of facilitation of unauthorised residence. 2. N/A 3. N/A 4. N/A 5. N/A 6. N/A
	Latvia	Yes	<ol style="list-style-type: none"> 1. No, as for now Latvia has not organized any prevention activities? 2. N/A 3. N/A 4. N/A 5. N/A 6. N/A



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	Lithuania	Yes	<ol style="list-style-type: none"> 1. No 2. N/A 3. N/A 4. N/A 5. N/A 6. N/A
	Luxembourg	Yes	<ol style="list-style-type: none"> 1. No. 2. N/A. 3. N/A. 4. N/A. 5. N/A. 6. N/A.
	Malta	Yes	Possibly due to our geographic position we are currently not experiencing such immigration patterns
	Netherlands	Yes	<ol style="list-style-type: none"> 1. Has your country already organized such prevention activities? YES. The “Transport en Logistiek Nederland (TLN)” has drawn up guidelines that sets out a number of measures for the transport sector. Furthermore the government made the practical agreement with TLN that they call 112 (national emergency number for police, fire brigade, ambulance) if they have information or signals of smuggling of migrants. Besides there are regular meetings between the transport sector and government authorities. 2. What prevention activities did your country organize, who did they target and what tools were used? Transport en Logistiek Nederland (TLN) has drawn up guidelines that sets out a number of practical ways of solving the problem. The aim of these guidelines is to ensure safe transport. 3. What was the content of the given messages? The information is on the risk of specific routes, parking places, written instructions on vehicle security, and a checklist, from their employer , information on regulation to avoid penalties. 4. Which authorities were involved/collaborated for these activities? See answer 1. 5. What results were achieved (after evaluation)? n/a 6. Would it be possible to provide us with examples of leaflets, posters, brochures, videos, etc? On the website of TLN you can find examples of the advice and guidelines for truck drivers: http://www.tln.nl/verstekelingen.aspx






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	<p>Poland</p>	<p align="center">Yes</p>	<p>1. Has your country already organized such prevention activities? YES/NO No. Poland did not conduct any sophisticated and targeted on e.g. truck drivers information and awareness-raising campaign regarding the topic in question. Notwithstanding the foregoing, Polish Border Guard on a daily basis conducts preventive actions implemented on main roads of the east and south-east regions of Poland as well as within the territory of country. Additionally, letters to Polish companies engaged in transport services on international routes were sent. By this mean involved entities were informed regarding the illegal migration and called for paying particular attention to passengers [potential migrants]. These instructions contained also telephone numbers of special help line where further information were given. Polish Border Guard, on a small scale, organized also information campaigns in railway stations, major petrol stations and travel agencies selling bus tickets on international routes. Here, workers of the above-mentioned entities were trained/instructed by the Border Guard officers on the issue of illegal migration. Apart from this, Border Guard officers conducted several discussions with truck drivers and the contact data to Border Guard were also disseminated in public places. The abovementioned activities were undertaken within the general scope of Border Guard duties performed on the Polish frontier and the external sector of the EU border. The intensity of preventive actions stems from the risk analysis performed by the Border Guard. A close cooperation of the Polish Border Guard [e.g. Warمیńsko-Mazurski or Bieszczadzki Border Guard Regional Unit on the eastern sector of Polish border], with the Police and the Road Transport Inspectorate in this matter should be emphasized.</p> <p>If yes:</p> <p>2. What prevention activities did your country organize, who did they target and what tools were used? n/a</p> <p>3. What was the content of the given messages? n/a</p> <p>4. Which authorities were involved/collaborated for these activities? n/a</p> <p>5. What results were achieved (after evaluation)? n/a</p> <p>6. Would it be possible to provide us with examples of leaflets, posters, brochures, videos, etc? n/a</p>
	<p>Portugal</p>	<p align="center">Yes</p>	<p>No. Although the Portuguese Immigration and Borders Service issued a statement that was broadcasted in the media appealing to national citizens to not travel on its own initiative, to other European countries, namely in Central Europe to transport to Portugal foreigners whose may became an applicants to refugee status.</p> <p>More warned that this kind of support, although apparently worthwhile from a social point of view, could lead to unwanted results, namely transit through several countries and crossing internal borders of the European Union what can thus violate or Community</p>



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			standards whether Member States, in particular with regard to the criminal practice of illegal immigration support.
	Slovak Republic	Yes	<ol style="list-style-type: none"> 1. No. SR did not organize any preventive information and awareness-raising campaign in the field of irregular transit migration targeting truck drivers and transport companies. Actually since a significant increase of the number of irregular migrants is recorded in Hungary and an increase is recorded in the Slovak Republic as well and due to the transit of irregular migrants through the territory of the Slovak Republic to the countries of Western Europe, the Slovak Republic took measures such as monitoring of selected transport routes at the land border near border crossing points with Hungary and Austria and on selected spots on the state border (so called green border) with both neighbouring states. 2. N/A 3. N/A 4. N/A 5. N/A 6. N/A
	Slovenia	Yes	<ol style="list-style-type: none"> 1. No 2. N/A 3. N/A 4. N/A 5. N/A 6. N/A
	Spain	Yes	Spain hasn't organized such campaigns. Instead, a strongly improved cooperation has been obtained from the Moroccan authorities at the port of Tangier in order to control irregular migrants on trucks taking the ferry to Spain, and on the ferry itself. Trucks returning from Ceuta and Melilla to the peninsula are intensively controlled by Spanish authorities, in order to prevent local border traffic beneficiaries from reaching the rest of Spain. In both cases, only a relatively small number of trucks operate, and drivers are well aware of the risks. For connections from Morocco, drug smuggling on trucks without the drivers being aware is currently a more serious risk.
	Sweden	Yes	<ol style="list-style-type: none"> 1. No 2. N/A 3. N/A 4. N/A 5. N/A 6. N/A
	United Kingdom	Yes	<ol style="list-style-type: none"> 1. Yes 2. The UK has produced information about clandestine migrants entering vehicles with the aim of travelling to the UK, including information on the government website and posters. There is a page on the government information website (gov.uk) directed at road transport companies and their drivers which details the responsibilities of drivers and the sanctions they may face if a clandestine migrant is found in their vehicle. https://www.gov.uk/guidance/secure-your-vehicle-to-help-stop-illegal-immigration

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			<ol style="list-style-type: none"> 3. This includes information on <ul style="list-style-type: none"> • Guidance on how to avoid receiving a Civil Penalty, • The Clandestine Civil Penalty Scheme codes of practice, • Vehicle security checklists and; • Guidance on how to appeal against/ object to a civil penalty. 4. UK Border Force 5. No evaluation has been conducted 6. Provided separately
	Croatia	Yes	<ol style="list-style-type: none"> 1. No 2. N/A 3. N/A 4. N/A 5. N/A 6. N/A
	Norway	Yes	<ol style="list-style-type: none"> 1. Has your country already organized such prevention activities? NO...but... The Norwegian National Police Directorate (POD) reports that Norway has not had any experience with the kinds of cases the Belgium authorities refer to ("migrants climbing onto trucks on parking areas") in their AHQ. For that reason, Norway has not seen the need to establish measures against just this particular kind of irregular immigration, though they do have regular routines in place which address related issues. <ul style="list-style-type: none"> • POD has formulated general and overall guidelines for working with the further development of border control as well as immigration control, which also includes the kinds of scenarios noted in Belgium's EMN AHQ. 2. What prevention activities did your country organize, who did they target and what tools were used? <ul style="list-style-type: none"> • In terms of measures which Norway has available, which can be used to detect people who are hiding somewhere such as in trucks/lorries, we have heartbeat detectors, which are found at the Storskog border control station (between Russia and Norwegian borders in the north), as well as Carbon Dioxide sensors. • Norway has also trained police dogs which have been used to search trucks/lorries in Algeciras on assignment for Frontex, however these dogs are not used for this purpose in Norway. 3. What was the content of the given messages? N/A 4. Which authorities were involved/collaborated for these activities? The police authorities work with a number of partners including: The Norwegian Coast Guard, Toll, Port Authority, Customs Control, The Norwegian Maritime Authority, and the Norwegian Directorate of Fisheries in connection with checks/control of ships and harbours, with the intention of locating migrants who have hidden on board. In the fight against crime and organized border crossings, we have also carried out raids/ systematic checks in cooperation with the police, the customs authorities, the

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			<p>Labour Inspection Authorities, Norwegian Food Safety Authority, The Norwegian Labour and Welfare Administration (NAV), The Norwegian Public Roads Administration, as well as the tax authorities. In systematic efforts such as these, human trafficking has been uncovered. However, cases such as those described in Belgium's AHQ have not been detected thus far.</p> <p>5. What results were achieved (after evaluation)? N/A</p> <p>6. Would it be possible to provide us with examples of leaflets, posters, brochures, videos, etc? N/A</p>
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