

Jarosław Kobryń
Wyższa Szkoła Bankowa w Poznaniu
Wydział Zamiejscowy w Chorzowie
e-mail: jaroslaw.kobryn@chorzow.wsb.pl
tel. 608 257 964

The Impact of Immigrants Threats on Transport Logistics

Summary. The current immigration crisis in Europe is a big problem and a big challenge not only for governments, local governments, citizens and immigrants, but also for the international transport system. In this aspect, adjustment of shipping and logistics of international transport to such conditions is inevitable. Analyses in this study concern the possibility of limiting the impact of some immigrants threats on transport logistics.

Keywords: immigrants, transportation, shipping, logistics

1. Introduction

This work concerns the impact of threats of immigrants on transport logistics. They are an essential element of our existence. Taking any action or its omission has its consequences. Recently, there has been observed previously unknown inflow of immigrants to Europe. This generated a huge crisis, both political, social and economic.

The aim of the study was to analyze the possibility of limiting the impact of immigrant threats on transport logistics in systemic approach. In the beginning of our discussion there should be defined the terms “risk” and “immigrant”. There is a considerable variety of general definitions of the terms in literature. “Risk” is the term intuitively understandable and commonly used, but there are various

interpretations [Kwaśniewski, Kundzewicz, Juda-Rezler 2010: 19]. Considering systems, it can be defined as a mechanism of action which may result in a change of a current state regarded as satisfactory to less satisfactory or even dangerous. The term “immigrant” should be determined according to the PWN encyclopedia [Encyklopedia PWN] as the inflow of population into a territory usually to settle down on a long-term stay.

There is a hypothesis that it is possible to improve the operating area of risk management related to immigrants in transport logistics by improving management and control procedures.

2. The threat in terms of risk

Threats are often considered by risk analysis. For the purposes of this paper, analyzing the process of transport there has been adopted the following definition of risk: risk is the possibility of loss, damage or adverse effects [Okoń, Matłoka, Kaszkowiak 2009: 7]. There is plenty of risks, as well as the criteria of their division. In this work, it is analyzed mainly operating risk. There has been adopted the following definition: operating risk is associated with the preparation, supervision and the use of processes (here transport ones), involves technical and programmatic risk [Łunarski 2012: 171]. It is, very often, equal to operational risk, which includes loss resulting from improper control over the quality process, random events, etc. [Rudzińska, Piekarski, Dudziak 2011: 364].

Proper risk management is based on the best recognition of the risks to which organization may be exposed. Risk transfer [Kobryń 2013] has become universal here, where an example can be the transfer of responsibility for any loss in the form of various types of insurance.

In the presented case, the threat posed by immigrants in transport logistics, an important element will therefore be the recognition of the risks, their evaluation and possible compensation measures.

3. Immigrants hazards to transport

The basis of the analysis were the events in France in the area of Calais where immigrants are still trying by all means get to Britain across the English Channel. They are mainly refugees from Syria, Afghanistan, Sudan, Ethiopia and Eritrea [Imigranci znów ruszyli... 2015].

Transport logistics as the subject of the analysis deals with the planning and optimization of cargo movements. Its key elements are forwarding and warehouse facilities. The role of transport logistics is to provide a specific product in a specific place at a specific time [Logistyka transportu 2016].

“Nightmare on the Calais roads” – is still a popular theme on television and in the press headlines. Immigrants devastate cars, cargo, attack drivers and pose a real threat to traffic [Koszmar na drogach w Calais... 2016]. There are situations in which victims – drivers, defending their cars, cargo and life from violent attacks are punished with fines and, in some cases, such defense may even lead to imprisonment. On the other hand, immigrants trying, in different ways, to stop a truck driving along obstruct the path by fallen trees and even throw heavy objects in the windshield causing damage, hurting the driver and causing a traffic accident. There are also situations of threatening drivers with sharp objects, baseball bats and beating them. So is it possible to manage such risk? You can try to reduce it by providing drivers with counseling (sometimes even by a psychiatrist). Unfortunately, there can happen a situation of “every wrong choice” when the immigrants rather than obstruct the road by trees they do it by lying people on the road. Will the driver stop then, realizing that it may cause a real threat to his or her life?

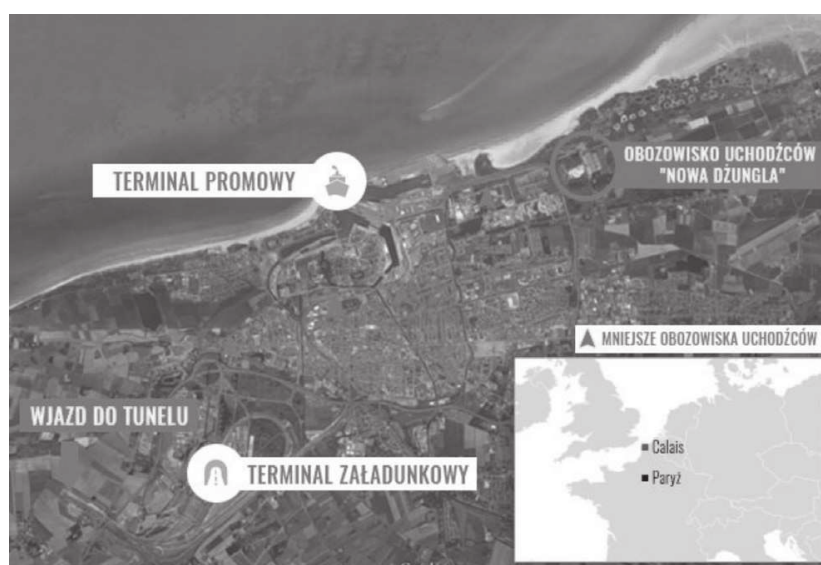


Figure 1. Around Calais

Source: <http://wiadomosci.gazeta.pl/wiadomosci/1,114871,18459089,calais-gdzie-jest-bezpieczna-przystan-dla-imigrantow-uchodzcy.html> [dostęp: 22.10.2016].

This problem does not only concern Polish drivers, although they perform more than 20% of all road transport in Calais. It is around 4000 travels per year [Nielegalni imigranci atakują... 2016]. Material and financial loss caused by the attacks of illegal immigrants are unimaginable. And the non-material loss? Social,

sanitary-epidemiological, ecological [...] the roads are starting to scare by devastated cars and damaged cargo. Many drivers are more afraid of driving to the area of Calais than the job loss [Nielegalni imigranci atakują... 2016].

Is it possible to be effectively insured against this risk? According to the art. 822 § 1 of the Civil Code, the insurer is obliged to pay compensation if the insured (here the carrier) is responsible for the damage. While in the international transport there is also applicable art. 17 ust. 2 of the Convention on the Contract for the International Carriage of Goods by Road (CMR), which provides the exclusion of liability of the carrier, eg.: for the damage to the product when it has been caused by circumstances which the carrier could not avoid and the consequences which could not be prevented. To sum up, the carrier is not liable for such damage to the shipper, but the insurer will not cover such damage – because his responsibility occurs only when there is a liability of the carrier. So, you should make sure that in the Contract of insurance there is an intrusion of immigrant clause [Sankowski 2015].

In the industry information, you can find a variety of information on proven ways to the “plague of illegal immigrants”. An example would be PKS S.A [Sprawdzone sposoby...]. who defines selected threats and proposes a tool called “check-list” to manage this risk. “Referring to the Act on Immigration and asylum policy of the 1999 Civil Code, punishable, here is importing an illegal immigrant on the territory of Great Britain. It must be demonstrated that:

- the driver did not know or had no reasonable grounds to suspect that inside the means of transport there is or might be an illegal immigrant,
- the means of transport was provided with an effective system to prevent the transport of illegal immigrants,
- in the case, the person or persons responsible for the maintenance of such a system (eg. Freight forwarders) fulfilled their obligations” [Sprawdzone sposoby...].

The developed in PKS SA “check-list” pretty well defines the necessary steps, but it is still possible to reduce the operating risk further. It was created on the basis of *Civil penalty prevention of clandestine entrants: code of practice* [2015]. It is possible to introduce some improvements as proposed in the table 1.

A document in Polish language, an equivalent of Border Force [Secure Your Vehicle... 2014] – presents a set of tips for drivers and operators serving the transportation offers a similar approach to the operating risks [10 zasad dla kierowców... 2015]. According to this document, there should be performed 10 groups of activities: before the departure, immediately after loading, while traveling after each stoppage and before entering the control zone or entering the UK on a ferry to the UK.

To manage operating risk effectively additional training of drivers becomes necessary. Modern information technology makes it possible to carry out such

Table 1. Improvements suggested to lower the risk connected with immigrants

No.	Measures to be taken to secure vehicles against unauthorised entry	Improvements suggested to lower the risk connected with immigrants
1.	Before final loading takes place, all existing cuts or tears in the outer shell or fabric of the vehicle, which exceed 25 centimetres in length, must be repaired and sealed so as to prevent unauthorised entry.	instead of a means of transport with cargo space protected by tarpaulin there should be used other means of transport – enclosed permanently, eg. metal or plastic
2.	If present at the time of final loading, the owner, hirer or driver of the vehicle must check it to ensure that no persons have gained entry and are concealed within. It must then be locked, sealed, or otherwise made secure to prevent unauthorised entry. If not present at the time of final loading the owner, hirer or driver must, where possible, ensure that such checks are conducted at that point by reputable persons and then obtain written confirmation from those persons that these checks were properly conducted and that the vehicle did not contain concealed persons at the time of final loading and securing.	install a burglar alarm system with motion sensors [Synal 2016]
3.	When the final loading has been completed, the load space must be secured immediately by lock, seal or other security device, which prevents unauthorised entry.	install additional physical security systems
4.	Tilt cords and straps, where used, must be undamaged, pass through all fastening points, made taut and be secured by lock, seal or other security device.	use additional (above standard) security features
5.	There must be no means of entry to the load space, other than via access points which have been secured by lock, tilt cord/strap and seal, or other security device.	you can use other devices
6.	Locks, tilt cords, straps and other devices used to secure the load space must be of robust quality and effective.	it is necessary in the documentation process
7.	Seals, other than Customs' seals, must be distinguished by a number from a series which is unique to the owner, hirer or driver. This must be recorded in documentation accompanying the vehicle.	document the takeover state of the vehicle and cargo in writing and photographically
8.	Where a sealed container (except a container sealed by Customs) is loaded onto a vehicle, the owner, hirer or driver must, where possible, check to ensure that it does not contain unauthorised persons. It must then be resealed and made secure in accordance with the above requirements. These actions and the number of the new seal used must be recorded in documentation accompanying the vehicle	it should always be a standard
9.	Where a new driver becomes responsible for the vehicle en route to the United Kingdom, he should ensure that it does not contain unauthorised persons and that the requirements detailed above have all been met	document the activities in the form of photos – photo-documentation

No.	Measures to be taken to secure vehicles against unauthorised entry	Improvements suggested to lower the risk connected with immigrants
10.	Where the checks conducted suggest that the security of the vehicle may have been breached, or the owner, hirer or driver otherwise has grounds to suspect that unauthorised persons have gained entry to the vehicle, it must not be taken onto the ship, aircraft or train embarking for the United Kingdom, or to a UK immigration control operated in a prescribed control zone outside the United Kingdom. Any such circumstances must be reported to the police in the country concerned at the earliest opportunity, or at the latest, to the passport control authorities at the port of embarkation. In the event of difficulties arising, owners, hirers or drivers should contact the Home Office at the proposed port of arrival for advice.	firstly, the organizer of transport (eg. the shipper) and other persons or institutions, eg. a supervisor or even the recipient should be informed and make photo-documentation

Source: *Civil penalty prevention of clandestine entrants: code of practice* [2015].

training also in the systems of on-line e-learning [Madej, Kobryń, Ziemian 2015]. Reducing the impact of migration on the road transport sector is not a simple issue. The European Commission work on this issue. On February 23rd, 2016, in Brussels, there was held a meeting of the informal working group “Working Group on Managing the Impact of Migration on the Road Haulage Sector”, organized by the Section of the Security Directorate of the European Commission Mobility. The representatives of the largest employers’ organizations (and employers) at European level (IRU, EVO, TLN, CLECAT, UEAPME, CEFIC, LKW Walter, TAPA, TLV, FTA UK, FNTR, XPO Logistics) and control services and Ministries (TISPOL) were the participants of the meeting [Wpływ migracji na sektor transportu... 2016].

4. Summary

The field of transport is dominated by a passive attitude, which is risk-taking without trying to limit it. However, the current difficult and uncertain situation and the risks associated with immigrants caused the situation that even small companies, sole traders began to employ active attitude. They seek to implement measures that can reduce the impact of hazards and minimize losses. In fact, these problems may be the main reason for the bankruptcy of transport companies.

The aim of the study was to analyze the possibility of limiting the impact of some immigrant threats on transport logistics in systemic approach. It is difficult but possible. It is worth to pay attention to the relevant registrations in the insurance contract, conduct trainings of drivers and introduce additional elements in

transport logistics, eg. check-lists. It also confirms the hypothesis that it is possible to improve the operating area of risk management related to immigrants in transport logistics by improving management and control procedures.

The problem with immigrants in haulage will not disappear (as many believe) together with the liquidation of the “jungle” in Calais. Management procedures should be continually improved considering similar problems in other regions of Europe and the world.

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Wpływ zagrożeń ze strony imigrantów na logistykę transportu

Streszczenie. Obecny kryzys migracyjny w Europie stanowi duży problem i wielkie wyzwanie nie tylko dla rządów, samorządów, obywateli i imigrantów, ale także dla systemu transportu międzynarodowego. W tym aspekcie dostosowanie spedycji i logistyki transportu międzynarodowego do nowych warunków jest nieuniknione. Analizy przeprowadzone w tej pracy dotyczyły możliwości ograniczenia wpływu wybranych zagrożeń ze strony imigrantów na logistykę transportu.

Słowa kluczowe: imigranci, transport, spedycja, logistyka