

The Impact of Illegal Population Migration on the Risk Assessment of Freight Transport Carried Out by Polish Carriers

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Launched in 2010, the so-called 'Arab Spring' caused an increased migration of people from both the Middle East and Africa to Europe. In the face of such a large number of refugees, the European Union announced a migration crisis. This crisis has increased the risk factor of road transport along selected European routes. The aim of this publication is to present the impact of immigrant activities on the Calais - United Kingdom route section on the assessment of the risk of cargo transportation in international distribution. The risk assessment was carried out from the point of view of enterprises providing road transport services in international distribution. The research used direct interviews conducted with the managerial staff and drivers in selected road transport companies that handle transport on the route under investigation.

Keywords: refugees, transport risk, road transport, migration crisis.

1. INTRODUCTION

Launched in 2010, the so-called "Arab Spring" caused an increased migration of people from both the Middle East and Africa to Europe. In the face of such a large number of refugees, the European states announced a migration crisis. The beginning of this crisis was recognized in 2015, but the increased number of immigrants and refugees arriving in Europe had already been observed [14]. The biggest problem now is the influx of illegal immigrants. These people try to legalize their stay by submitting applications for granting the refugee status or for a residence permit for humanitarian reasons only after crossing the border. Currently the largest share of migrants originates from Syria and Afghanistan, but includes inhabitants of sub-Saharan Africa. As a result, we observe the greatest intensification of migratory flows, mainly on the Central Mediterranean route.

The negative effects of illegal population migration in recent years are the subject of numerous scientific investigations, publications and daily press. The subject of the analyses is primarily the increase of terrorist threats, increase in crime, religious and cultural differences and decreasing social solidarity. The research presented

in this article, however, was aimed at assessing the impact of illegal immigration on the activities of transport companies. The aim of the publication is therefore to present the impact of the immigrant activity on the Calais - Great Britain section on the assessment of the risk of cargo transportation in international distribution.

The risk in the conducted research is defined as the probability of an adverse event occurrence and its consequences [1]. The risk assessment was carried out from the point of view of enterprises providing road transport services in international distribution on the France - United Kingdom route section. The research used direct interviews conducted with the managerial staff and drivers in two road transport companies that handle transport on the route studied. Interviews conducted with the managerial staff concerned mainly changes in parameters assessed in the risk analysis. Interviews with drivers mainly concentrated on the threats currently existent along the route under investigation. The research was carried out in September 2017 among 10 drivers. In interviews with respondents, the free-interview technique was used, based on previously prepared questions.

2. SOCIAL ASPECTS OF POPULATION MIGRATION

The migration crisis - as a social crisis - refers to the entire spectrum of complex problems, including those of political and economic nature. It also has diversified intensity, scale and dynamics, which makes it a subject of a difficult and extremely complex research. This difficulty results from the very definition of the migration crisis and its interpretation framework. It is connected with the basic question whether what is commonly called a migration crisis is really a crisis.

The analysis of the phenomenon from the perspective of the concept of social crisis directs attention to a sort of culmination in the process of increasing the threat and the sense of perceived and real loss of control over a phenomenon, social, economic or other [10]. If, as a criterion, we assume the scale and pace of immigration to Europe and the inept and in many cases inconsistent migration policy of the nations most affected by the influx of immigrants, we can talk about a migration crisis [3].

2.1. IMMIGRANT, REFUGEE, FOREIGNER - TERMINOLOGICAL PROBLEMS

For the purpose of this article we should be able to characterize the notion of an immigrant, which occurs along with other definitions: a foreigner, a refugee and an asylum seeker. A foreigner is the supreme, most general term, defining all forms of stay of arrivals from other countries in the host country whose nationality this person does not have [11]. There is no negative overtone, which has 'subcategories' of foreigners, such as migrants and refugees.

A refugee in the light of the provisions of the "Convention on the Status of Refugees" of 1951 - is a person who *'resides outside his country of origin and has a justified fear of persecution in this country due to race, religion, nationality, political views or affiliation about a specific social group'* [9]. It is also important to analyse the circumstances under which the refugee status disappears. In the light of the provisions of the cited Convention, exclusions shall be persons who, among other things: committed a crime against peace and humanity, committed a serious non-political crime before arriving in the country, are a threat to state security, come from a country where human rights are not violated or from a third country that provides them with protection and access to refugee status, as well as from a state

where such status has already been obtained [9]. It is worth adding that the refugees, in the light of the law, deserve the protection of another state, and hence cannot be returned to the country of origin once such a status has already been received. In summary, a refugee is a person applying for international protection or who has already been covered by it [11].

The immigrant is differently defined. The most general definition describes an immigrant as a person changing their place of residence, for example in connection with the desire to improve their economic position, but not as a result of violations of human rights or political persecution [3]. He or she becomes an economic migrant. After equating both definitions - an immigrant is a person staying in a given country as a foreigner, whose decision to leave was not dictated by the need to escape the traces in the country of origin [11]. Looking at the 'newcomers' living in the European Union, not every foreigner coming from a country in which human rights are violated and henceforth is a potential refugee by definition, proves to actually be one. Many times, they are so-called refugees as their dominant motivation to leave their own countries is not fear for their own lives, but a desire to improve their personal existence. Therefore, when talking about refugees, it is necessary to take into account not only legal [9], but also motivational standards.

2.2. THE PROBLEM OF MIGRATION CRISIS

The so-called 'migration crisis' or "European migration crisis" is a phenomenon that has been described since 2011, including the 'Arab Spring', which caused a rapid migration of people to the European Union. A sharp increase in the number of refugees and migrants requesting refugee status caused by the sudden increase in the number of 'failing' and 'failed' states. Paul Collier, describing the phenomenon of modern migration, writes: 'First, the income of poor and rich countries is divided by a grotesque gap, and global growth processes will not fall asleep for many decades. Secondly, migration will not reduce this difference significantly, because the feedback mechanism is too weak. Thirdly, as the migration progresses, Diasporas will also grow for several dozen years. Therefore, the income gap will be maintained while migration will be easier. It follows that migration from poor to rich countries will accelerate. In the foreseeable future international migration will not reach the point of equilibrium:

we are observing the beginnings of a gigantic imbalance'[5]. This crisis, according to many researchers, is supposed to herald the demise and annihilation of the way of life that we know, practice or value. In the public opinion, the messages regarding the enormity of the "unprecedented inflow of people of foreign cultures" lead to a situation of moral and social panic. It is a "fear spreading in a large group of people that the welfare of society is at stake" [2]. However, it should be remembered that mass migration is not a phenomenon from the 21st century. The model of life prevailing in a given period creates a group of 'unnecessary people' (As Zbigniew Bauman specifies - people who are locally useless, i.e. redundant because of economic progress with no chance of employment, or locally unacceptable through social or political changes, conflicts and power struggle rejected from society [2]).

Refugees fleeing war and destruction are treated as "aliens" in Europe. And as such, they violate the sense of security by introducing the factor of unpredictability and disturbance of the cultural standards of living of a given community. The social response to "foreignness" or "otherness" is anxiety and fear.

In large urban areas, the inflow of non-culturally alien people causes two phenomena. On the one hand, we can talk about "mixophilia" or love for a diverse environment, and "mixophobia" that is, fear of the impossible to master the unknown [2].

This second social behaviour causes social conflicts.

2.3. FRANCE AND THE MIGRATION PROBLEM

The main cause of today's huge illegal migration is fighting in the territory of Syria and Iraq [7]. It was these conflicts which led thousands of people to escape death, but they also migrated for economic and social reasons. These immigrants create illegal camps in various places in Europe, which often pose a threat to the safety and health of people legally staying there, as well as to local residents.

France is one of the countries of 'temporary' emigration, as it is a good place to get to Great Britain (just like Poland is treated as one of the 'transitional stages' on the way to Germany). The attitude to immigrants in this country varied depending on the people in power. Naturalization of immigrants - due to the colonial history of the

country - takes place on the principle of *salt jus*, or citizenship granted by birth. However, in terms of the integration process, France has failed in many respects. It should be emphasized that the process of acculturation, or even assimilation, is possible when culturally alien groups are scarce and need contact with native autochthons. With the current migration scale, there is no social need for integration. Local ethnic communities are emerging, and lead their daily lives in refugee camps.

Illegal refugee camps are a problem that we can observe on a large scale in France. The most famous such camp, not by chance called 'jungle', was in the vicinity of Calais.

Restrictions against immigrants in France have been exacerbated by the statements of the Minister for Immigration Brice Hortefeux and the President Emmanuel Macron. The dismantling of the refugee camp in Calais has become a symbol of restrictive politics. The camp, declared illegitimate by the authorities, functioned only with the help of humanitarian organizations. Illegal smuggling of people to Great Britain became the cause of many conflicts between the countries [4].

The phrase "migration crisis" can be characterized also in terms of socio-economic opportunities of the European Union member countries. This is the case when "the number of people crossing the external borders of the Member States exceeds their capacity to manage the influx of migrants" [8]. The document contains the expression 'hotspot', i.e. places that are particularly vulnerable to the flow of migrants. Examples are the Italian islands of Sicily and Lampedusa, and the Greek islands of Lesbos and Kos. In these places special migration management support teams are established. In July this year, the French president announced the creation of hotspots in Libya to relocate people from the Calais camp. The so-called 'Jungles of Calais' caused problems, among others in transport (stopping trains and ferries, as well as road blocks), which became the beginning of conflicts [13]. For security reasons, there are guidelines on what to do to stay safe in Calais [12].

3. IMPACT OF REFUGEE ACTIVITIES ON THE ASSESSMENT OF THE RISK OF TRANSPORT TO GREAT BRITAIN BY POLISH TRANSPORTATION ENTERPRISES

Calais is a port city in north-eastern France. Its location is important for communication routes. From its edge you can see Great Britain, which makes it an important link between the European continent and the islands. The ferry lines from France to Great Britain start here, and the beginning of the Eurotunnel under the English Channel is close to the city. For this reason, this is an important point on the European transport map. Currently, it is estimated that 75% of total road transport supplies to Great Britain passes through the Calais port [6].

The illegal camp in Calais was inhabited by about 6.4 thousand refugees [15]. In October 2016, the French services began the evacuation of the camp. However, as early as the beginning of 2017, the first information appeared that immigrants return to Calais and create new camps [16]. The reasons for this should be found in the fact that the vicinity of the port give the perfect opportunity to hide in one of the trucks heading for the ferry crossing.

20% of all cargo transport in Calais is made by Polish transport companies [17]. It is estimated that the flow of Polish carriers to the UK annually is about 650-750 thousand vehicles [18].

3.1. LOWERING THE LEVEL OF SAFETY IN FREIGHT TRANSPORT TO GREAT BRITAIN

The determination of immigrants camping in Calais is an ever increasing one. As a result, refugees are more and more aggressively trying to get from France to Great Britain. The effects of this are strongly felt by drivers carrying loads on this route. The spokesman of the Association of International Road Carriers informed that Polish drivers travelling between Great Britain and the French port of Calais are increasingly attacked by immigrants staying in the temporary camp located there [19].

The reduction of the level of safety in transport on the discussed route is evidenced by the events indicated by drivers from the surveyed transport companies:

1. Pulling the drivers out of the vehicle's cabin, threatening them with knives or sticks.

2. Breaking into vehicles during driver's stops for a meal, sleep or mandatory breaks [20].
3. Cutting tarpaulins, breaking the locks, breaking the seals.
4. Refugees jumping onto trucks from bridges, trees, viaducts etc, which increases the possibility of the driver losing control of the vehicle or the occurrence of injury or even death.
5. Setting obstacles on the road - barriers on the motorway in the Calais area are an everyday occurrence [22].
6. Destruction of vehicles in the event of refusal by the driver to transport human traffic.
7. Forcing the vehicles to stop.
8. Collisions and road accidents resulting from roadblocks built by immigrants.
9. Fatalities of road accidents caused by the activities of refugees (example: death of a Polish driver on the A16 motorway in June 2017) [22].

However, the reason for migration may not only be economics and fear of death. Among migrants are also representatives of terrorist organizations such as Islamic State. A Terrorist act in Berlin in 2016, the victim of which was a Polish driver, forced evaluators of road safety in the UK to indicate that increasing levels of terrorist activity are a threat to road transport. This fact additionally affects the increased risk assessment on this route by transport companies.

3.2. LIMITING THE TIMELINESS OF TRANSPORT TO GREAT BRITAIN

The events accompanying the presence of refugees in Calais also affect logistics services provided by carriers. As claimed by the managers of Polish transport companies: 'The timeliness of transporting cargo from the continent to the United Kingdom is abstraction.' It is becoming increasingly difficult to determine the actual duration of transport, due to the possibility of various disturbances on the France - United Kingdom section.

The reasons for the occurring delays, indicated by respondents in direct interviews, are primarily:

- Multi-kilometre back-ups created before the ferry crossing (up to 60 km [23]).
- Limited speed on the motorway near Calais due to emerging blockages created by expatriates.

- Disturbances caused by the activities of immigrants (accidents, collisions that hamper traffic also for other road users).
- Need to change route and wait for the police if the presence of migrants in the vehicle is identified.
- Difficulty in lowering of stops (parking) due to immigrant groups trying to force the drivers to transport them across the border.
- Extended security procedures imposed by the British Border Force, including bodywork inspection for damage, roof check, external storage, tool boxes, fairings, under-vehicle spaces.
- Extended control procedures at the border if suspected presence of migrants being in the vehicle.

The inability to precisely determine the travel time on the test route causes difficulties in the notification of deliveries to customers and in planning the optimal working time of drivers. Delayed delivery means often charging penalties for the carrier, as well as affecting the loss of the brand on the market.

3.3. *THE INCREASE IN COSTS ASSOCIATED WITH THE CARRIAGE OF CARGO TO GREAT BRITAIN*

The increase of threats related to transport safety and untimely delivery on the analysed route is strongly reflected in the increased costs of handling cargo deliveries to Great Britain. The main threat in the form of increased expenses is primarily due to special insurance conditions on this route and the possibility of penalties.

In accordance with the British Immigration and Asylum Act 1999, liability for transporting to the UK persons crossing the border illegally can be borne independently: the driver, the owner of the vehicle, and his/her tenant [21]. In practice, this means that if an illegal immigrant is found on the vehicle, the individually fined person may include: Driver penalty costs around £ 600, while the carrier may be forced to pay up to £ 2,000 [23]. In effect only from July 2014 to July 2015 Civil Penalty Unit - an English unit supervising the work of customs officers - imposed on Polish transport companies a calculated amount of over 708,000 GBP in penalties for the transportation of illegal immigrants to the United Kingdom [18].

The increase in the risk on the route concerned has changed insurance rates for most insurance

brokers. This increase applies for both driver and cargo insurance. In addition, many carriers delivering to the United Kingdom decide to extend the standard protection package to include the following:

- damages caused by burglary and robbery;
- damage to property caused by the entry of third parties into the cargo space of the vehicle;
- damages caused by burglary carried out outside guarded car parks;
- financial and other damage as a result of a delay in delivery.

Suffered penalties for often involuntary transport of immigrants across the border and purchased insurance policies to cover losses caused by the intrusion into third party semitrailers are not the only items that must be included by carriers in the calculation of transport costs. In the settlement of transport to the United Kingdom, expenses include also:

- fees for vehicle repairs (broken mirrors, locks, damaged tarpaulins, etc.);
- damage to the load, and in the case of food transport - the costs of utilization of transported goods (migrants settle physiological needs in vehicles, which necessitates the utilization of the entire transported cargo [20];
- increased remuneration for drivers who are reluctant to take courses on this route;
- penalties for delays or costs associated with extended waiting for unloading / loading due to untimely arrival of the vehicle.

An alternative route for deliveries to Great Britain includes the possibility of taking advantage of the ferry crossing in Rotterdam. However, this connection leads to Hull (the central part of Great Britain). The duration of the crossing is more than 10 hours longer than the crossing from Calais, while crossing the route between Calais and Hull takes about 5 hours. At the same time, carriers emphasize that carrying out cars through Rotterdam would increase costs by 20-30% [18].

3.4. *RISK ASSESSMENT BY POLISH TRANSPORT COMPANIES FOR TRANSPORT TO GREAT BRITAIN*

The presence of immigrants in Calais and their activities has a very significant impact on the risk analysis of transports along the France - United

Kingdom route. Based on the interviews conducted in transport companies servicing deliveries to Great Britain and the analysis of press publications on freight transport on this route, one can indicate the direction of changes in the risk assessment.

Table 1. Changes in the assessment of the risk of transport by Polish carriers.

Danger	Probability of occurrence	Consequences
Loss / damage to the load	Increase	No change
Accident / collision	Increase	Increased - a larger number of injured and fatalities
Damage to the vehicle	Increase	Increased - higher costs of repairs resulting from damage to the vehicle by immigrants than in the case of standard operation
Driver assault	Increase	Increased - greater brutality of immigrants, the possibility of a terrorist attack
Risk to pedestrians from the driver	Increase	High - driver's concerns before stopping the vehicle
Incursions of third parties to the vehicle	Increase	Increased - the need to even utilize the entire load
Congestion on the road	Increase	Increased - longer waiting times, decrease in timely deliveries, difficulties in planning transport
Driver in a state of intoxication	No change	Height - increased aggressiveness towards immigrants, lack of due care in overcoming difficult sections
Delays in delivery	Increase	No change
Additional check of the goods	Increase	No change
Increased insurance costs	Increase	Increased - higher costs of handling the transport order
Imposition of penalties	Increase	Increased - losses due to fines
Additional costs related to the carriage	Increase	Increased - loss of margin by the carrier

Source: Own study

As shown in Table 1, the likelihood of occurrence of almost all hazards currently assessed by carriers performing transport on this route is increasing. Only the probability that the driver driving the vehicle will be under the influence of

alcohol remains unchanged. However, it should be noted that also in this case the increase in risk resulting from the increased effects of the occurrence should be noted.

The increase in the level of risk associated with the implementation of transport to the United Kingdom results in the fact that some transport companies in general give up the service of this destination. An example is the company Reining Transport, for which the market in the UK represented 1/10 of activity [24]. The carrier announced that it would cease to deliver goods to Great Britain due to the high risk of illegal immigrants attacking drivers and numerous damage to trailers.

4. SUMMARY

The problem of population migration is not a new phenomenon. Transport companies have for many years been forced to take special care to transport on selected Western European transfers. However, as the respondents of the conducted research emphasize, in recent years the lack of ethical barriers and increased aggressiveness demonstrated by refugees is intensifying. The increasingly desperate behaviour of refugees significantly reduces the feeling of security, which makes drivers less inclined to accept orders for servicing selected fields. For this reason, they value their willingness to take risky behaviour, which increases the remuneration for their work. However, if the probability of negative behaviours on the part of immigrants continues to increase and is associated with more and more significant effects (including fatalities), then there may be a crisis in servicing cargo delivered by road.

The results presented in the article are part of research on the interdisciplinary approach to risk assessment in road transport. The human factor is an element of the socio technical system, which is the transport system. It is an important component of the risk assessment process. For this reason, when conducting research on the risks occurring in transport, it is necessary to combine economic and technical knowledge with socio-cultural research.

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Date submitted: 2018-07-17

Date accepted for publishing: 2018-10-31

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