



High Value Theft Targeted (HVTT) Level 3 Security

Risk Analysis for HVTT LEVEL 3 Cargo

HVTT (High Value Theft Targeted) is defined as cargo which is high value, can be handled without great difficulty, and can be sold on the illicit market. HVTT Level 1 is considered to have the highest level of theft risk thus cargo is at constant theft risk while in transit. Examples of HVTT Level 3 commodities include general consumer goods, general foodstuffs, building supplies and materials, tires and other auto parts.

HVTT cargo is at the most risk when passing through or stopping at high risk locations or geographical areas. According to leading authorities in cargo theft, such areas have historically included Southern California, Dallas and Houston, Memphis, Chicago, Atlanta, Miami, New York, New Jersey and Toronto, as well as Mexico, Central America, Brazil, South Africa, and much of Europe. Data on cargo theft patterns is openly available from sources such as Sensitech and the Transported Assets Protection Association (TAPA) but, is subject to rapid changes. Thus this should be reviewed regularly. Some U.S. cities such as Portland, Seattle, Minneapolis, New York, and Chicago with recent large scale civil unrest are considered to be at the highest risk during transit and routing through these areas should be avoided where practicable.

Security Considerations for Shippers and Carriers

1. Use designated carriers known to the shipper only that provide documentation of existing security protocols and procedures including employee screening, driver security training, and emergency response protocols.
2. Avoid subcontracting unless the subcontracted carrier has also been screened, is known to the shipper and is subject to the same security requirements as the primary carrier.
3. Minimize routing HVTT cargo through high risk areas, reduce the number of stops, plan necessary stops in the safest possible locations, and minimize or eliminate transit over weekends and holidays when cargo is most at risk. (Risk by days of the week may vary by country or region).
4. Limit the number of people who know HVTT load logistics details to only those necessary and secure all logistical details from access by those not authorized.
5. Arrange for pre-notice for all HVTT loads to avoid fraudulent pick-up. Detailed identifying information on the tractor, trailer, and driver should be provided to the shipper (or shipper's agent) in advance of delivery. And no load should be released to any driver not pre-identified. Detailed information the tractor, trailer, and driver should be recorded at pick-up and be accessible for police should it be needed.
6. Establish procedures to confirm the identification of drivers, including photographing the driver's license or an official company identification, obtaining the driver's signature and printed name on shipping documents. If possible, this should include a driver photograph and fingerprint when the load is picked up. Drivers must also arrive with a pick-up number previously provided by the shipper.
7. Insist that drivers sign off on a form confirming that they have no known reason to stop including meals, fuel, vehicle condition, repairs, bathroom breaks, or personal convenience prior to driving at least 200 miles or to the point of delivery. Drivers should receive theft prevention and awareness orientation.



8. Do not leave loads unattended. Prohibit stopping in transit except for emergencies or at planned locations for fuel or bathroom breaks.
9. Fit tractors with a two-way communication system and satellite navigation system. A tracking system should also be considered. The tracking system should be capable of utilizing at least two methods of signaling where available.
10. Track shipments enroute by a monitoring center with position confirmed not less than every one hour. Protocols should be in place to respond to alarms.
11. Soft-sided trailers should be utilized *as a minimum* for all loads.
12. For full truckload (FTL) shipments, use a cable bolt seal attached to the trailer doors. The serial number on the seal should be recorded on the shipping documents and confirmed at delivery. Both the driver and the shipper, or shipper's representative, should be present when the seal and lock are applied and removed.
13. Define a response protocol should an emergency occur that places the cargo at risk. In case of accident, breakdown or driver illness, the carrier should arrange for on-site security. In case of theft, procedures should be in place to coordinate with law enforcement and provide them with necessary tractor, trailer, load and driver identity information.
14. Communicate restrictions on load drop times- e.g. loads should never be dropped awaiting unloading or kept in yard storage over weekends or holidays unless the procedure and location is approved by the shipper and carrier and the storage yard is equipped with bonded guards, security fencing, bright lighting, and live CCTV monitoring capable of recording identifying detail in the yard and at the gate(s). CCTV cameras should be digital and record all images in a secure location. Dropped trailers in approved yards should be equipped with pin locks, landing gear locks or brake-line locks. Glad hand locks are not recommended. If left attached to the tractor, the tractor should be immobilized with steering gear locks, air-line locks, and/or audible cab alarms.
15. For shipments that are to be routed through geographical regions considered to be at severe risk for cargo theft (such parts of Mexico, Brazil or South Africa), additional security measures may be recommended. Please consult with your regional Marine Loss Control Engineering manager for details or further questions.

[For further information, please contact your local Marine Loss Control Engineering team.](#)



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