

# Preventing holiday weekend cargo theft

## Risk Control Bulletin

### Introduction

Recent loss experience has shown that cargo theft is more likely to occur over long holiday weekends than at any other time of the year. The extended time that cargo is left unattended, combined with the limited amount of dedicated law enforcement available, allows for cargo theft gangs to target and abscond with more loads.

### Best practices

For theft attractive commodities, the risk is even more substantial and requires a proactive response to ensure that the products reach their final destination. When reviewing the upcoming transportation of products during long weekends, consider the following best practices.

- Reschedule loads to complete their transit prior to the start of the weekend. Avoid having loaded trailers that will be unattended over the weekend. Ensure inbound trailers are unloaded prior to work stoppage and outbound shipments are not loaded until start of work at the end of the holiday weekend.
- In the event that loaded trailers are a necessity, ensure they are located in a secure area. These sites should have adequate security in place to prevent unauthorized access to your cargo. Some items to review when selecting a site are physical barriers (fencing),



Keep loaded trailers in a secure area that is well lit and actively monitored to prevent unauthorised access

- access control, lighting, surveillance in place and active monitoring.
- Consider employing a security service to perform regularly scheduled rounds of the yard and facility if loaded trailers must be left out over the holiday weekend.
- Keep an accurate log of license plate numbers, VIN and descriptive data (such as color and markings) of tractors, trailers, ocean containers and chassis. In the event of a theft incident, this will assist law enforcement in quickly identifying the load in question.



“Cargo at rest is cargo at risk. The majority of cargo theft related events that happen each year in the United States occur when cargo is unattended in an unsecure area.”

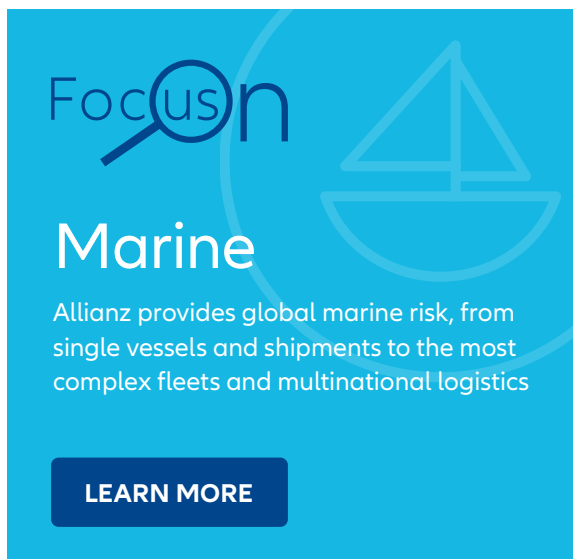
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- Ensure that shipping documentation is kept confidential and stored in a secure area with access on a “need to know” basis. This will minimize the amount of personnel who have sensitive information about the freight and where it is most vulnerable to theft in-transit.
- If cargo will be at your storage facility, establish a written procedure in the case of an “Alarm Event” over the Holiday weekend. Ensure that each and every alarm event will be responded to by both an employee of the facility escorted by law enforcement This will ensure a thorough response every time. Post loss investigations routinely show that many times the burglar alarm works, but the “alarm event” is not adequately investigated by property owner, police or private guards.
- Establish relations with adjacent business owners to establish an informal Neighbourhood Watch. In addition, discuss with local law enforcement, the ability to increase patrols of the area during non- operational hours.
- Prior to departing the facility for the weekend, ensure that the burglar alarm system and surveillance equipment are active, exterior lighting is operational and any physical barriers (i e, fencing, windows, doors, etc) are secured with no evidence of tampering.
- After handling operations are completed, ensure that all cargo handling equipment keys are removed and placed in a secure area.
- Consider the use of covert GPS tracking devices. These devices can be embedded into the inner packaging of the cargo and be actively monitored from a central station. Geo-fences can be set up to quickly alert all monitoring parties if the load leaves the pre-described boundaries.
- Implement a “No Drop” policy with drivers and owner operators, where the tractor must stay connected to the trailer at all times until delivery
- Utilize high-security devices for the tractors left on the premises. This includes air break locks, transmission locks or other vehicle immobilizers. Keys for the tractors should be placed in a secure area. The use of “king pin” locks on trailers is also a good theft deterrent

- Instruct drivers on best security practices while intransit This includes detecting suspicious vehicles and persons, surveillance techniques, as well as parking loaded trailers in well-lit areas where access to the trailer would be difficult (i e, against a wall, pole or other structure)
- Establish a communication protocol with drivers and logistics partners. If an unforeseen event occurs, consider who needs to be notified. If a theft occurs, ensure the driver knows what the communication procedure is.

### Conclusion

Cargo at rest is cargo at risk. The majority of cargo theft related events that happen each year in the United States occur when cargo is unattended in an unsecure area. The most effective way to prevent vulnerability is to minimize exposures, and construct layers of security deterrents at your facility or in transit This can be accomplished through curtailing the amount of product left in loaded trailers/ containers over the holiday weekend, and utilizing the best practices provided above, making your cargo a hard target to potential thieves.

A blue graphic with the word "Focus" in a white serif font, where the letter 'o' is replaced by a magnifying glass icon. To the right is a white line-art icon of a sailboat. Below this, the word "Marine" is written in a large, white, sans-serif font. Underneath "Marine" is the text "Allianz provides global marine risk, from single vessels and shipments to the most complex fleets and multinational logistics" in a smaller white font. At the bottom center is a dark blue rectangular button with the text "LEARN MORE" in white, uppercase, sans-serif font.

Focus

Marine

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