



Transport Risk Management



Protecting trucks and cargoes from theft

2. Advice to Truck Operators: vehicle protection

Truck operators, cargo owners and insurers are suffering rising losses following increasing numbers of thefts and hi-jacking of trucks and their cargoes across the UK and Continental Europe. Total costs of losses are unknown due to many incidents going unreported to the authorities but it is estimated to be several billion Euros/Dollars for each European nation. The Federal Bureau of Investigation (FBI) estimated in January 2003 that worldwide thefts of cargo amounted to USD50 billion. Truck/cargo theft usually takes one of three forms, either theft of a vehicle and its cargo whilst left unattended, hi-jack of a vehicle whilst in transit or 'jump up' where the cargo compartment is breached either by forcing locks or slashing canvas sides of trailer to remove some or all of the cargo. In an effort to help reduce the risk of theft ACE Transport Risk Management, in collaboration with truck operators, carriers, shippers and regulatory authorities have developed guidelines for truck owners and companies when transporting goods by road.

- Vehicle to be fitted with radio/phone link to base, audible intruder alarm and either fuel line or hydraulic immobiliser systems to recognised UK/European standards
- For high value cargoes use rigid sided vehicles fitted with secure locking/slam locks where possible and equip vehicle with GPS monitoring/tracking system
- Trailers to have large scale identifying marking painted on roof to allow rapid identification by police authorities from the air
- Vehicles should not be left unattended at any time unless in a secure compound area with gate security, CCTV and good floodlighting. For rest breaks whilst in transit this would be best achieved by employing two drivers. Where this is not possible ensure vehicle is locked, alarmed and placed in an area where it can be watched. If driver requires sleep then a secure site must be used. It may be possible to use another carrier's secure compound (subject to agreement)
- If a loaded trailer must be left disconnected, only do so in a secure compound and use anti-theft measures such as King Pin locks, venting trailer air brake reservoirs to delay quick illicit acquisition, back up trailer doors to wall or similar to prevent access
- If curtain sided vehicles/trailers are used, ensure TIR wires are passed through side fasteners and properly sealed. This helps detect illicit entry in transit
- Ensure drivers are given proper security training and specific procedures for transit eg. avoid long waits at border points, awareness of illegal immigrants etc.



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