



Transport Risk Management



Protecting trucks and cargoes from theft

3. Advice to shippers and cargo owners

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.

- Ensure carrier/haulier/logistics provider follows recommendations as per No.1 and No.2 in this series of advice bulletins regarding protecting 'Trucks & Cargoes From Theft' from ACE Transport Risk Management
- Ensure proper security and goods dispatch/receipt procedures are always strictly followed with any discrepancies noted and documented
- Try and implement a 'Service Agreement or Service Standard' which would form part of the Contract of Carriage to give higher levels of liability from a carrier should the terms of the agreement be broken. Aspects that should be included in the service agreement/ standard should relate to the security of goods whilst in the carrier's custody; cleanliness, maintenance and suitability of vehicles and integrity of carrier's drivers as well as performance criteria for the transit of the goods
- Choose carriers that operate to recognised standards such as ISO. If a carrier uses sub-contractors, shippers/cargo owners should endeavour to ensure that they operate to similar standards of care as the principal carrier
- Request sight of documentary evidence of carriers and sub-contract carriers liability insurance cover. Your insurance intermediary should be able to help verify the validity of the cover and check the financial soundness of the liability insurer
- For high value sensitive cargoes consider discreet/plain marking to the packaging and generic wording where possible to the shipping documentation
- Where own or carriers staff are in a position of trust eg. responsible for high value goods, ensure suitable background checks are carried out. For example a disclosure certificate from the CRB (Criminal Records Bureau) in the UK



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