Basic Principles of Supply Chain Security

Transportation Security Council
COUNCIL OF ATA
AMERICAN TRUCKING ASSOCIATIONS

CALIFORNIA TRUCKING ASSOCIATION
We drive for a living. Safety is our priority.

Principle #1: Secure the Vehicle

Cargo is most vulnerable to theft, damage and tampering when sitting idle. Conversely, cargo is safest when moving. For all practical purposes, all modes of transport (trucks, trains, ships, and planes) when carrying freight are traveling warehouse; and therefore, many of the same principles of physical security may apply to the "vehicle" and the freight in transit.

The individual responsible for the vehicle and cargo should take all appropriate precautions necessary to protect the vehicle and cargo especially when it is parked or stationary. Carriers should train their drivers, captains, pilots, and other supply chain personnel to observe and evaluate their surroundings, and whenever possible and practical, to lock the vehicle and container; "park" in secure areas; limit the time the vehicle and/or container is left unattended; and understand company response procedures should the vehicle or cargo be tampered with, stolen or damaged. Should an incident occur, time is often of the essence.

Principle #2: Secure the Facility

It is important that the facility where the cargo is physically located has security measures in place appropriate for the size and type of operation. This applies to shipping, receiving and warehousing facilities, and rest stops or other sites where truck and cargo are potentially vulnerable to a security breach.

Each facility and circumstance determine the appropriate level of security. The security professional must evaluate the level of security that is needed for a particular facility by determining its internal and external exposure to a security compromise and identifying the vulnerability of each truck, cargo stored, and facility he/she is protecting. Security professionals must determine whether the barriers to enter a facility are sufficient, whether current security practices and existing security technology in use effectively deter and prevent theft, violence, unauthorized access, and intrusion from inside and outside sources.

Principle #3: The Less Who Know, The Better

The more people who know what cargo is being stored, loaded, shipped, and unloaded, the more vulnerable it is.

1. Chain of Custody: First, a company's operational procedures should establish a chain of custody for both the cargo and the information about the cargo, and should limit distributing details about the cargo to only those with a "need to know." This would include administrative personnel, shipping clerks, dock workers, etc.

2. Marking/Cargo Information: Whenever possible and practical, conceal, disguise, limit visibility to, and remove all obvious markings indicating the contents of the load. Depending on the load type and size, it may not be practical to conceal the contents. If this is the case, controlled loading may suffice.