



Prevention of Cargo Theft Toolkit

The theft of shipments containing recycled materials has become a prevalent concern (primarily shipments of copper materials from a metal recycling facility to a consumer), with various methods employed by perpetrators to carry out these illicit activities. These methods include unauthorized rerouting of trucks, outright theft of vehicles, commandeering by unauthorized personnel, and other nefarious schemes. This document aims to furnish actionable insights and suggested strategies focused on safeguarding your shipment, thereby bolstering its security, and ensuring its timely and secure delivery to the designated destination.

"If something doesn't feel right, it probably isn't!"

Know Your Insurance:

1. Shipping your own material on your own truck:
 - a. Confirm your insurance coverage has "transportation" coverage in the amount of the load's value being shipped. Ensure theft is covered and up to the limit needed. Make sure your policy doesn't have restrictions.

Know Your Freight Broker:

2. Broker Service Agreements
 - a. Demand a broker services agreement that prohibits sub-brokering of loads.
 - b. Require the service agreement to prohibit carriers with less than 1 year of authority.
 3. Broker should ensure the carrier's insurance is active.
 4. Ensure the broker is aware of the value of the commodity.
 5. Ensure the broker's common carrier has "motor truck cargo" coverage for the property with clear understanding of coverage limits.
 6. Suppliers/dealers should maintain their own transportation insurance coverage in addition to the carrier's coverage, with the supplier's insurance acting as excess coverage.
 7. Consider having your broker dispatch most trucks.
 8. Surety is not coverage for cargo but to ensue payment.
 9. If the rate is too good to be true – *it probably is!*
 10. High Value Loads:
 - a. Review your policy for any restrictions related to high value loads, such as overnight parking limitations, handling of precious metals, or GPS requirements.
 - b. Seek guidance from your agent/broker regarding potential exposures and appropriate coverage adjustments.
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Preloading Protocol:

1. Verify the suitability of the assigned driver, ensuring they possess valid photo-identification, and checking the expiration date.
2. Obtain a copy of the driver's license for documentation purposes and retain it with a copy of the bill of lading.
 - a. Consider utilizing a portable Bluetooth ID reader to authenticate barcode information.
 - i. Confirm the successful capture of information by the reader.
 - ii. Validate that the barcode details align with the driver's license information.
 - iii. Utilize any point-of-sale software to see if it has a function to maintain driver ID records.
3. Thoroughly inspect the vehicle to confirm the presence of legitimate placards and branding.
 - a. Exercise caution with drivers displaying paper placards, as they may indicate potential issues.
 - b. Truck and trailer should have matching company information (DOT, name, etc.)
 - c. Truck, trailer, DOT number should ALL match information provided by the broker.
4. Obtain verbal confirmation from the driver regarding the intended delivery location.
5. Use cameras to video or take still shots of the truck (including the DOT information and company name, the driver, and the load)
6. Provide the broker/carrier with pick-up, load and sales order numbers and require that the driver provide the point of delivery with that information; match the driver's information the facility's records.



Alert Authorities

1. Report the theft as soon as something is irregular on the delivery of the load.
 - a. Trust your instincts and don't wait to report the probable theft.
 - b. If you have a GPS on the load, use that to help determine when to report the theft. Examples:
 - i. Load is off track and driver is unresponsive.
 - ii. Load is sitting for more than shipper deems 'normal'
 1. Remember: if the trucks not moving, it's not making money!
2. Contact Local State Police
 - a. Immediately contact the local state police where the load was shipped from.
 - b. Work diligently to obtain a case number as soon as possible for official documentation and tracking.
3. Contact Local Authorities for Tracked Loads

4. If the load is being tracked, contact the local authorities where the load was last pinged.
5. If the tracking system alerts the company about the theft in transit, notify local authorities immediately to intervene and attempt to stop the theft.
6. Report to ScrapTheftAlert.com
 - c. Once the case number is obtained, promptly report the theft to ScrapTheftAlert.com.
 - d. Provide all relevant details and pictures to aid in the recovery process.

After Shipment

1. Track the load using GPS, employing different types for live tracking.
 - a. Maintain a relationship with those receiving the load to ensure the return of the tracker.
 - b. Research the GPS systems being used and their effectiveness.
 - c. Avoid using air tags, as they can notify anyone with a phone.
2. Contact the mill receiving the load promptly.
 - a. Reach out after a reasonable time for delivery, even before obtaining the pay weights, to confirm delivery.
3. Demand that the broker or carrier promptly provides proof of delivery before making payment.
 - a. Proof of delivery can include an email with a signature from the customer confirming receipt of the shipment.

Enhanced Security Measures for Storage Lots:

1. Implement king pin locks as a proactive deterrent against trailer theft.
2. Select secure storage locations, avoiding unmonitored lots for preloaded trailers.
3. Install and prominently display surveillance cameras to deter unauthorized access.
4. Establish perimeter protection with fencing or other sturdy physical barriers.
5. Enhance visibility and deter illicit activities by ensuring adequate lighting throughout the premises.