

Load Security Meeting
April 25, 07
Holiday Inn The Palace
Edmonton, Alberta

Attendees

Shelly Grigorovich	Yanke
Gord Dennis	Molson
Mayne Root	AMTA
Steve Kenny	AMTA
Blake Somerset	Calgary Police
Keith Baddeley	Brewers Distributor
Don Cheng	CNA
Brian Lowes	Lloydsadd
Mike Allen	Brewers Distributor
Sharon Skwarchuk	Customs
Kevin Cooney	Legal Freight
Don Galenzoski	Reimer
Sean Seville	Edmonton Police Service
Bruce Wardlaw	Rainbow Transport
Rod Boychuk	Monarch Transport
Debbie Rogers	Garda
Scott Young	Garda
Dean Walton	Walton's
Jim McQuoid	STA
Denis Prudhomme	Prudhomme Trucks
Brent Kolbeck	Prudhomme Trucks

Load Security Meeting Agenda

Date: April 25, 2007

Location: Holiday Inn Palace Edmonton, AB

Facilitator: Denis Prudhomme Trucks Ltd.

11:00 a.m.

1. Introductions
2. Presentation by Detective Sean Seville (Edmonton City Police)
 - a. Current crime trends
 - b. The two contributing factors
 - i. Judicial
 - ii. Industry Practices
 - c. Suggestions for consideration

3. Canada Customs

12:00 p.m.

4. Break for lunch
5. Discussion - Preventative Security Measures & Best Practices
6. Break out session & presentation
7. Plan of Action
8. Load Securement Discussion: Jim McQuoid will be leading discussion on issues pertaining to load securement including the following topics:
 - a. BC's enforcement of Cargo securement regulations
 - b. Understanding the Cargo security regulations
 - c. Securing sealed loads
 - d. Loads inadequately braced for transit
9. Discussion – Load Securement Measures & Best Practices
10. Break out session & presentation
11. Plan of Action
12. Set date for next follow-up meeting
13. Closing

Actions arising from our break-out session discussions

1. Communication

- Share best practices among carriers / shippers
- Industry broadcast email measures via association websites
- Emails between associations: BLTA, STA, AMTA, Shippers and Warehouse Association

2. Employee security training

- Driver and Office staff Orientation
- Report suspicious activity
- Keep industry secrets quiet, don't advise others of what we're hauling, don't let the thieves get any advantage from inside information
- Ongoing training
- Audit practices – continuous improvement

3. Physical security

- ID cards for all employees
- Control key access – don't hide them on the tractor anymore! Lock them up
- Control yard access – secure fences, gates, security staff on duty with a check in – check out system, good lighting
- Bill of lading control – keep it secure!
- Use generic trailer seals

Supplementary info supplied by Sharon Skwarchuk, Customs

Thank you once again for the invitation to the meeting regarding the growing problem of transport theft in Edmonton. As we discussed, I am forwarding some links to the Customs system that has information for you and your colleagues relating to Carrier liabilities and AMPS penalties and how they relate to you.

I have attached two links (from the CBSA Website) relating to these subjects that can be forwarded to those in attendance and should you wish to invite a CBSA representative to speak to these matters at your next meeting as indicated, please contact Mr. Jim Clark, Director, Trade Compliance, Rm 759 220 4th Ave SE , Calgary Alberta, T2G4X3. He can also be reached at 1-403-292-4007.

<<http://www.cbsa-asfc.gc.ca/general/amps/menu-e.html>>

<http://www.cbsa.gc.ca/menu/D3-e.html>

Sean Seville's presentation notes follow..

With Brent's notes from the presentation in *red italics*

Security Meeting

Introduction

- Background, current assignment
- Informal, ask any questions as they arise
- Purpose: to give YOU information as it relates to current crime trends, tactics and information - received from the people who are committing the crimes. How they do it, their attitudes towards it and discuss opportunities to reduce YOUR losses.
- not an expert on the Trucking Industry - You people are
- I'll give you the information, you decide how best to use it.
- this will become a huge issue in the very near future ! Those not prepared will suffer the greatest losses.

Overview

- Recently new development in terms of frequent thefts, used to be able to leave yards, trucks insecure trailers were not bothered. No longer the case.

The 2 reasons why:

The 1st, you have little control over –
That is the courts and Criminal Legal System

- Courts, more typically the Justices of the Peace are constantly releasing these accuseds'
- They have been known to refer to these crimes as non-violent and victimless crimes.
- Criminals will steal large amounts – little difference in court in terms of punishment. Criminals are lazy, big score better than lots of little ones.

The 2nd reason; you do have control over, this will be our focus today.

- Let me get your attention I would estimate that, at least 70 % of the trailers that we recover, we are advising the company that the theft has occurred - guess how much is left in the trailers at that point ?
- The nature of the industry – long hauls, away from corporate office. We are phoning Toronto inquiring about a product that is owned by a company in Vancouver, missing from a lot in Edmonton. *Information about a specific load is sometimes very difficult to*

gather in a short period of time – and the police need to know the actual description of the contents quickly after a theft

- The nature of the lots, coming and going at all hours, nobody knows who should be there and who shouldn't *identity of drivers (and who they work for) is quite often unknown*
- The ease with which a Tractor can be stolen *almost always, thieves steal a tractor to use in trailer thefts. Sometimes tractors are borrowed and returned without the owner knowing it*
- King pin locks and security seals *if used only on high value loads, they attract attention*
- Trucks open and keys in them or hidden in the ashtray, other obvious place
- Key boxes / king pin keys inside the doorway / dock and marked
- Trailers look the same – a white 53' Fruehauf looks like every other one among the thousands of others *decals on the trailers help in identification. A large simple decal (a big M5, for example) on the roof can assist police if tracking by air*
- No GPS
- Manifests "Shopping Lists" in the box on the front of the trailer
- Dark lots, fences not being maintained where there is on eg. "Cattle Trail" into the SHL lot.
- No serial numbers = no charges and no restitution *a unique number that can be traced to the bill of lading is desirable*

*** Again, these are the vulnerabilities that these people are preying on – I would not be presumptuous enough to tell you how to set up your companies to overcome these issues – I'll leave you to develop solutions. ***

Suggestions:

Cameras are frequently not good enough for prosecutions *must be very detailed images*
Guards, capable ones with a Check in/out system eg.'s guard watching them leave, no log entry, theft reduction – then let the guard go.

Serial #'s for items – otherwise no prosecution

No open / accessible manifests *keep Bills of lading secure*

Decoy king pin locks

Lighting

Lock some empty trailers

GPS. (some units at least)

Secure trucks, no keys

Mark Trucks (Stencil or other type marking) *on sides and roof*

Source Stories:

"They don't care, why would you"?

Incidents not reported