



2025 Freight Broker Security Requirements





2025 Freight Broker Security Requirements (FBSR)

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INTRODUCTION

PURPOSE of this FBSR Document

Freight Broker Security Requirements (FBSR) is the official Transported Asset Protection Association (TAPA) Standard to provide a minimum baseline security offering for Brokers to implement and/or provide to their clients. It is a shared global Standard that can be used in business/security agreements between Freight Brokers (FB) and/or other Applicants seeking Certification.

The FBSR are not a guarantee against theft but are intended as a series of best standards to help the customer and FB minimize cargo losses. The FBSR are also not a guarantee of service on all loads that the FB accepts. It is only applicable to loads where the customer and FB agree in writing which loads the FB can and will apply their certified tier of standards capabilities. For FBSR documents, use of “required” and “must” are in reference to certification and not individual load guarantees.

SCOPE

- This standard is intended to be a 3-tier standard (1, 2, 3) linked to certification.
 - Tier 1 as the most requirements for certification and is the highest level of security.
 - Tier 2 is the middle tier of the standard
 - Tier 3 is the minimum-security standard to be certified under these standards
- The TAPA Freight Broker Security Requirement is not absolute. Using these standards is not a substitute for regularly checking your national, regional, and international governmental reference websites.

AUDIENCE

These standards are intended to be used for certification by any freight broker who does not own equipment, tractor, or trailer used in transporting cargo.

Typical users of the TAPA Standards include:

- Customer
- Brokers
- Logistic Service Providers / Applicants
- Professional Supply Chain Organizations

IMPLEMENTING THE FBSR

The resources necessary to meet the requirements of the FBSR shall be the responsibility of the Broker/Applicant and at the Broker's/Applicant's own expense, unless negotiated or otherwise agreed upon by Customer and Broker/Applicant.

PROTECTING FBSR POLICIES & PROCEDURES

Copies of security policies and procedures documents will only be submitted to a shipper in accordance with signed disclosure agreements between Broker/Applicant and Shipper, and shall be handled as confidential information.

ABOUT TAPA

PURPOSE

Cargo crime is one of the most significant supply chain challenges for manufacturers of valuable, high-risk products and logistics service providers.

The threat is no longer only from opportunist criminals. Today, organized crime rings operate globally and use increasingly sophisticated attacks on vehicles, premises, and personnel to achieve their aims.

TAPA is a unique forum that unites global manufacturers, logistics providers, freight carriers, law enforcement agencies, and other stakeholders with the common goal of reducing losses to international supply chains. TAPA's primary focus is theft prevention through real-time intelligence and the latest preventative measures.

MISSION

TAPA's mission is to help protect members' assets by minimizing cargo losses from the supply chain. TAPA achieves this through the development and application of global Security Standards, recognized industry practices, technology, education, benchmarking, regulatory collaboration, and the proactive identification of crime trends and supply chain security threats.

TAPA STANDARDS

SECURITY STANDARDS

The following global TAPA Security Standards have been created to ensure secure transportation and storage of high-value theft-targeted cargo:

- The Facility Security Requirements (FSR) represent minimum standards specifically for *secure warehousing, or in-transit storage*, within a supply chain.
- The Trucking Security Requirements (TSR) focuses exclusively on transport by truck and represents minimum standards specifically for *transporting products via road* within a supply chain.
- Cyber Security Standards (CSS) represent a minimum standard and a baseline for cyber security within a supply chain.
- Freight Broker Security Requirements (FBSR) Document is the official TAPA Standard to provide a minimum baseline security offering for Brokers to implement and/or provide to their clients.

TAPA global Security Standards are reviewed and revised as needed every three years.

This document addresses the FBSR requirements only.

- The certification process for TAPA FBSR is documented in the TAPA FBSR document.

IMPLEMENTATION

Successful implementation of the TAPA Security Standards is dependent upon Freight Broker (FB)/Applicants, Customer (owners of the cargo), and TAPA Authorized Auditors working together.

NOTICES AND DISCLAIMERS

IMPORTANT NOTICES & DISCLAIMERS CONCERNING TAPA FBSR REQUIREMENTS DOCUMENT

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The TAPA FBSR Requirements are developed by and within TAPA – The Americas and TAPA – Asia Pacific. TAPA develops its standards through a consensus development process, bringing volunteers from varied viewpoints and interests to achieve the final product. TAPA FBSR Requirements are developed by volunteers with industry-based expertise in technical working groups. Volunteers participate without compensation from TAPA. While TAPA administers the process and establishes rules to promote fairness in the consensus development process, TAPA does not independently evaluate, test, or verify the accuracy of any of the information or the soundness of any judgments contained in its standards.

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TRANSLATION

The TAPA consensus standards development process involves the review of documents only in the English language. If the TAPA FBSR Requirements are translated, only the English version published by TAPA is the approved TAPA standard.

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The TAPA FBSR Requirements do not include or constitute legal advice and are not intended to serve as a substitute for legal advice. Users of the TAPA FBSR Requirements should consult with their legal counsel if they desire to incorporate or refer to the standards in legal agreements.

UPDATING OF THE TAPA FBSR STANDARDS

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CONTRACTS & SUBCONTRACTING

CONTRACTS

The safe and secure transportation, storage, and handling of the Customer’s assets is the responsibility of the Broker/Applicant, its agents and subcontractors throughout the collection, transit, storage, and delivery, as specified in a release or contract.

Where the FBSR is referenced or included in the contract between the Broker/Applicant and Customer, it shall also be referenced in the Broker’s/Applicant’s security program.

Broker shall provide Customer with evidence of FBSR Certification and, where appropriate, evidence that FBSR requirements have been met. Further, any alleged failure by the Broker/Applicant to implement the FBSR requirements shall be resolved according to the terms of the contract negotiated between the Customer and the Broker/Applicant.

SUBCONTRACTING

Subcontractors of storage include a contractual requirement that the subcontracting broker/Applicant meets all noted FBSR Requirements.

TAPA COMPLAINT INVESTIGATION & RESOLUTION

If TAPA receives a formal complaint concerning the performance of a certified Broker/Applicant, TAPA (subject to validation) may require that the Broker/Applicant contract for a re-audit at the Broker/Applicant expense. If the Broker/Applicant fails the audit, or refuses to comply with this process, their certificate may be withdrawn.

WAIVERS

WAIVER BUSINESS PROCESS

If a Broker cannot meet a specific requirement in the FBSR, the waiver process below may be implemented if the Freight Broker and the AA agree to the process.

Table 1: Responsibilities: Waiver Application / Evaluation

Step	Responsibility	Action
1.	Broker/Applicant	Establishes and verifies mitigation measures.
2.	Broker/Applicant	Completes TAPA Waiver Request form and submits to the IAB / AA.
3.	IAB/AA	Reviews and verifies integrity of the information contained in the TAPA Waiver Request form.
4.	IAB/AA	Submits TAPA Waiver Request form to the TAPA Regional Waiver Committee.
5.	TAPA Regional Waiver Committee	Reviews the request and either grants or denies the waiver.

If Waiver Is Denied

If the TAPA Regional Waiver Committee does not approve the waiver request, the Broker/Applicant is required to implement the full security requirements of the FBSR.

If Waiver Is Granted

If the TAPA Regional Waiver Committee approves the waiver request, the following actions will be taken:

Table 2: Waiver Approval

Step	Responsibility	Action
1.	TAPA Regional Waiver Committee	Documents and signs the waiver specifics.
2.	TAPA Regional Waiver Committee	Specifies the waiver lifespan (up to a maximum of three years) and sends a copy to the AA.
3.	AA	Notifies the LSP/Applicant of the outcome of the Waiver Request.
4.	Broker/Applicant	Complies with the waiver requirements. Failure to do so shall void the waiver approval.

FREIGHT BROKER SECURITY REQUIREMENTS

Section	Requirement #	Sub-Section	Requirement	Applicable Tier
TEAM MODEL	1.1	Designated Team	<p>The applicant should have one of two options for designated models.</p> <p>1. A designated team to handle/manage high target loads with a limited carrier pool. In this model, the designated team handles all aspects of vetting, assignment, and setting carrier management expectations.</p> <p>2. A designated team that handles all onboarding and vetting of carriers and approves which carriers are eligible to be assigned HTLs</p> <ul style="list-style-type: none"> At least one paid resource- In the training section Additional vetting around top commodities <p>A centralized team not associated with the sale of loads is responsible for:</p> <ul style="list-style-type: none"> carrier's loading status carrier's insurance verification loading history (need to determine the number of loads vs time with and determine balance. Size of carrier will influence this as well) eligibility for loads based on commodities. writing and approving carrier and company employee expectations for dispatching, loading, OTR management, issue reporting The team must have a documented training/onboarding process for vetting and approving high-risk commodities (Must comply with the vetting process in these standards) 	1
TEAM MODEL	1.2	Vetting Advisory Team	<p>Freight Brokers must have assigned/designated team members who are SMEs that will serve as the resource for the extended team/clients. Ratio 1:20 at a minimum</p> <ul style="list-style-type: none"> For the model when carriers are vetted and onboarded within the capacity team Extra trained staff members that are seeded within the larger general group as SMEs Works as a resource for the team real-time as loads are being booked and carriers screened 	2

			<p>SMEs Experienced/Trained team embedded within the general capacity team responsible for advisement and escalation.</p> <ul style="list-style-type: none"> • carrier's loading status • carrier's insurance checks • loading history • eligibility for loads based on commodities. <p>The entire team has access to paid vetting resources.</p> <ul style="list-style-type: none"> • All team members have some basic awareness training annually; the embedded team has full training and 1+ years of experience. • writing and approving carrier and company employee expectations for dispatching, loading, OTR management, issue reporting 	
TEAM MODEL	1.3	Teams Assignment	<p>Freight Brokers must have the ability to assign clients to specific teams. Each team will have a portfolio of clients that they manage.</p> <p>Various teams are assigned to a specific client list that handles the entire process from vetting the load assignment.</p> <ul style="list-style-type: none"> • Use of paid and free resources • Additional vetting around top commodities • Each customer team member completes annual vetting/ red flag awareness training. • At least one person on the team must have 1+ number of years' experience and full/ advanced training. • That person would be escalation point for any red flags spotted or issues while loaded. • Team has access to paid vetting resources 	2

TEAM MODEL	1.4	Vetting & Carrier Management	<p>Brokers do their own vetting and manage the carriers and process A-Z</p> <ul style="list-style-type: none"> Entire Staff responsible for assigning loads is trained in vetting process, red flag identification, managing loaded carrier and response No centralized vetting teams. Each team member responsible for handling high-risk cargo receives specialized training. See Auditor Guidance for training) Company has a written and documented policy for managing high-risk cargo. Use of free vetting resources (number according to vetting section) 	3
TRAINING	2.1	Security Verification Resources	<p>Use of three sources Use of sources, free or paid, that provide insights into the carrier's history/performance.</p> <ul style="list-style-type: none"> Annual refresh training for any updates, changes, or additional resources Training completion is to be documented and part of the audit process. Any resource used should be incorporated into the training, <p>Use of Two Sources Use of sources, free or paid, that provide insights into the carrier's history/performance.</p> <ul style="list-style-type: none"> Annual refresh training for any updates, changes, or additional resources Training completion is to be documented and part of the audit process. Any resource used should be incorporated into the training <p>Use of One Source Use of sources, free or paid, that provide insights into the carrier's history/performance.</p> <ul style="list-style-type: none"> Annual refresh training for any updates, changes, or additional resources Training completion is to be documented and part of the audit process. Any resource used should be incorporated into the training <p>All training documentation should be retained for 2 years</p>	<p>1</p> <p>2</p> <p>3</p>

TRAINING	2.2	Entity Verification	<p>All Sources must be used</p> <ul style="list-style-type: none"> • SAFER • Tax Verification • Secretary of State • Insurance Confirmation • HTL/ HVL Transit Training 	1, 2, 3
TRAINING	2.3	Target Commodities	<p>Teams must be trained to identify target commodities (HTC Loads). Examples:</p> <ul style="list-style-type: none"> • Apparel and Accessories • Building Materials • Commercial / Industrial • Electronics • Consumer Electronics • Food and Beverage • Household • Metals • Personal Care and Beauty • Pharm. and Medical • Vehicles and Accessories <ul style="list-style-type: none"> • Basic awareness training would include commodities. • Training can be given internally, must be documented, at least one external training annually for use as “train the trainer” for complete team responsible for vetting and approving carriers. • External training must be a topic relevant to include cargo theft, etc. Cannot be generic off topic. • Documentation of the training must be received from the party offering the session • All required and related training requirements are for the team who approves and vets carriers for use on HTLs <p>Training documentation should be retained for 2 years</p>	1, 2, 3
TRAINING	2.4	Strategic Theft Awareness	<p>Teams assigned to vet and approved carriers must be familiar with theft methods.</p> <ul style="list-style-type: none"> • Identity theft • fictitious Pickups • Double brokering scams <p>Teams assigned to vet and approved carriers must have High-level training.</p> <ul style="list-style-type: none"> • What is cargo theft? • Most common methods • Most common strategic theft methods • Commonly targeted commodities • Where does theft occur? • Information theft" 	1, 2, 3

			<ul style="list-style-type: none"> • Training identified must be more focused on double brokering and how companies fall victim to this since this is much more common than fictitious pickups. • Identity theft is also used often for cash advance(fuel) or any additional methods of fictitious payments including invoice payments • If one session addresses both theft methods and high-level training, a copy of the syllabus should be kept with the cert of completion for purposes of documentation. <p>All training documentation should be retained for 2 years</p>	
TRAINING	2.5	Red Flag Carrier Packet	<p>Teams assigned to vet and approved carriers must be familiar with the Red Flag Carrier Packet</p> <ul style="list-style-type: none"> • Everything that should minimally be included in a packet • Examples of fraudulent carrier packets • Section on virtual methods such as fishing, spoofing, etc. • If using a vendor for onboarding, all qualifications must be passed through to vendor and FB must be able to show auditor that the vendor is meeting requirements • Brokers should set up training on this when bringing on staff. Go over what should be in a correct packet and have multiple prepared bad packets to train\test employees on what to look for. • This topic can be taught internally with auditor-approved materials or internally developed training. Course materials should be submitted for approval. If materials are not submitted, description and virtual walk-through can be used for proprietary materials. 	1, 2, 3
TRAINING	2.6	Total Vetting Process	<p>Teams must have a fully documented training process including.</p> <ul style="list-style-type: none"> • Training requirements per position • Training requirements at hire • Refresher Training requirements for employees on a regular schedule • Training records must be maintained and identify all completed training. • At a minimum, annual refresher is required. 	1, 2, 3

			All training documentation should be retained for 2 years	
CARRIER POOL STRUCTURE	3.1	Use of Three Tier Process	<p>Freight broker must have a defined tier process for their carriers / Carrier Pool.</p> <ul style="list-style-type: none"> A. More than 2 years in Business B. 1-2 years in Business C. Less than 1 year in business <ul style="list-style-type: none"> • A pool (HTL) • B pool (Mid-Tier Loads) • C pool (New unproven carriers) <p>How to establish these tiers</p> <ul style="list-style-type: none"> • Time working with carrier • Carrier protocols and capabilities • Number of issues with the named carrier. Issues include but are not limited to late delivery, cargo damage, shortage issues, and any other common issues. 	1, 2
CARRIER POOL STRUCTURE	3.2	Pool Structure	<p>Carrier Pool definition The Pool structure definition must be considered.</p> <ul style="list-style-type: none"> • minimum 1 year in business • time of relationship • number of loads managed. • number of issues (see above section for examples) 	3
TRACKING CAPABILITIES	4.1	Provides the tracking capability at the point of pick up	<p>The customer decides Which Loads are tracked. FB coordinates and provides the tracking capability at the point of pick-up</p> <ul style="list-style-type: none"> • A-GPS <ul style="list-style-type: none"> ○ Route fencing ○ Light/ door alerts ○ Geo fencing ○ Speed • Provides training • Broker responsible for monitoring • Tracked in general • Must be A-GPS in the cargo • Secondary tracking should be GPS in trailer or tractor, or cell phone based as redundant • Training would specifically include placement of devices for effectiveness and functionality • Customer can decide to refuse the use of tracking. A written record of refusal from the client must be maintained in the file for auditor purposes. 	1

TRACKING CAPABILITIES	4.2	Provides or Requires Tracking	<ul style="list-style-type: none"> • AGPS <ul style="list-style-type: none"> ○ Route fencing ○ Light/ door Alerts should be capable ○ Geo fencing ○ Speed • Requires access to that tracking • Co-monitors the loads as option • When possible AGPS Tracking should be in the trailer or cargo, not the tractor. It can be in the cargo but may interfere with light and door alerts • Secondary tracking can be GPS or cell based and located within the tractor or trailer • Customer can decide to refuse the use of tracking. Written record of refusal from the client must be maintained in the file for auditor purposes 	2
TRACKING CAPABILITIES	4.3	Hires Carriers with Covert Tracking Capabilities	<ul style="list-style-type: none"> • A-GPS or GPS <ul style="list-style-type: none"> ○ Route and Geo-Fencing • Depends on the carrier or carrier third party to monitor • When possible, tracking for this category must include covert tracking installed in the trailer being used and or placement within the cargo • Must have written verification from the trucking company that they have this capability and confirm it will be used. The broker must have access to tracking. • Customer can decide to refuse the use of tracking. A written record of refusal from the client must be maintained in the file for auditor purposes" 	3
MANAGING LOAD CARRIER	5.1	Load Securement	<p>Restrictions on drops: Broker can allow staging of loads prior to delivery</p> <ul style="list-style-type: none"> • Broker must vet and approve the yard/ Location where staging will occur. 	1, 2, 3

			<ul style="list-style-type: none"> Both remote and in-person vetting is acceptable Use of Partial FSR requirements for the approval of the Location will be outlined here for reference. Standard staging should be no longer than 48hrs. Exceptions would require virtual updates and confirmation of load security 	
MANAGING LOAD CARRIER	5.2	Carrier Digital Self Verification	<p>The carrier must be capable of sending photo of truck and trailer labels or emblems (Required for HTC loads)? (Define HTC loads.)</p> <ul style="list-style-type: none"> Carrier must be capable of providing photos of their tractor and trailer including all unique markings both prior to pick up and after loading pictures must include applied seal, and any external security devices utilized, Load documents (Load documents can come from shipper or driver), and driver's license number. Broker must provide the above to customer/shipper when requested. Digital evidence should be retained for minimum of 1-year. 	1, 2, 3
MANAGING LOAD CARRIER	5.3	Confirmation of Digital Verification	<p>Confirming that the carrier information on the tractor matches that of the contracted carrier hired for the load (Photo sent by the driver when dispatched or shipper at pick up)</p> <ul style="list-style-type: none"> Broker must confirm that the carrier's name on the tractor matches the contracted carrier. This can be done by confirming with the shipper (preferred) or by the carrier providing photo evidence of the side of the tractor 	1, 2, 3
MANAGING LOAD CARRIER	5.4	Shipper Notification of Carrier Details	<p>Broker will provide shipper with specific information - Who is on what load? (MC, Carrier Name, driver, phone number, tractor number)</p> <ul style="list-style-type: none"> Broker must be able to provide carrier details to the shipper to verify identity including MC #, carrier name, driver name(s), driver phone number(s), driver license number(s), tractor number and description, and trailer number and description 	1, 2, 3

COMMUNICATION REQUIREMENTS	6.1	Advanced communication	<p>Routing, Stops, Breaks Communicated in Advance</p> <ul style="list-style-type: none"> • Pre-established route must be utilized for this requirement. • Route would be established by either carrier or shipper (acknowledged) • Consider running route through cargo theft route evaluation system. • Broker should advise driver of any known theft hot spots along established route • The carrier must be capable and willing of providing selected routes, planned short stops, and planned breaks prior to picking up load. • The carrier can use the route provided by the shipper and if the shipper's route is provided by the broker, it should be documented as such. • Broker must be able to communicate the above to the customer/shipper when requested 	1, 2
COMMUNICATION REQUIREMENTS	6.2	Broker Chooses Locations	<p>Broker performs vetting of stop locations.</p> <ul style="list-style-type: none"> • When pre-planned route broker responsible for vetting long stops (over 90 minutes) • Either physical inspection of the stop location or virtual (google maps, calls, etc.) looking for fenced yard, on site security, and controlled access point • If unable to locate a yard with all the criteria above, FB must detail yard's capabilities and have customer agree to stopping there. 	1, 2
COMMUNICATION REQUIREMENTS	6.3	Necessary Route Deviation	<p>Broker responsible for notifying customer/shipper of any route deviation</p> <ul style="list-style-type: none"> • Broker communicates when carrier must deviate from route immediately when they are made aware with reason for deviation 	1, 2
COMMUNICATION REQUIREMENTS	6.4	Stops Over 90 Minute Communicated	<p>Communicated to customer/shipper by dispatcher, broker, or driver</p> <ul style="list-style-type: none"> • Broker must communicate any unplanned stops over 90 minutes with an explanation for the stop immediately when they occur 	1, 2

COMMUNICATION REQUIREMENTS	6.5	Seal Verification	<p>Driver must verify seal at point of pick-up</p> <ul style="list-style-type: none"> • Broker must obtain seal number and picture of the seal once attached to the trailer and provide it to customer if requested. • Picture taken is such a way that the hasp and bolt are visible to inspect for bolts flipped (allows removal of hasp without breaking the seal) 	1, 2, 3
COMMUNICATION REQUIREMENTS	6.6	Alternate After Hours Contact	<p>Must be provided with an alternative POC for after hours if the driver becomes unresponsive. Contact must be verified prior to loading</p> <ul style="list-style-type: none"> • Unresponsive could be defined as failure to communicate at designated time for over 30 minutes. • Carrier must have a designated after-hours contact or be staffed in office 24/7 in case the driver is not responsive while in transit. • Name and number must be documented prior to loading. Call made after hours to contact to confirm availability preferred 	1
COMMUNICATION REQUIREMENTS	6.7	Security Methods Communicated to Carrier	<p>Stop protocol / Checklist for planned or unplanned.</p> <ul style="list-style-type: none"> • Backup to the wall or stationary object procedure (During stops or off-hours delivery) • Well-lit area • In-line of cameras, if available • Must have documented procedure for planned or unplanned stops that restrict access to the doors of the trailer, confirm carrier is parked in well-lit area, and in site of camera's when available. • Security methods must be communicated with the driver prior to picking up load. • If detaching tractor from trailer, carrier must have and apply device that restricts a trailer being attached (kingpin lock). 	1, 2, 3
COMMUNICATION REQUIREMENTS	6.8	Red Zone Policy	<p>(Nonstop policy) based on commodity list. - 250mi from pickup location or distance permitted to travel under fed law no stops</p> <ul style="list-style-type: none"> • Broker must have a policy for how far a carrier must travel before making a 	1, 2, 3

			<p>planned stop that is communicated to the driver prior to pick up.</p> <ul style="list-style-type: none"> • Plan must include required distance to travel prior to stopping, confirming the driver has enough hours of service to travel required distance, confirming driver has enough fuel to travel required distance, and a communication requirement if carrier is unable to travel required distance • If unplanned stop must occur, refer to breakdown protocol 	
COMMUNICATION REQUIREMENTS	6.9	Breakdown Protocol	<ul style="list-style-type: none"> • Immediate notification • Driver stays with load until re-hooked or secured • Load is never left unattended (HVL/HTL) • Provide information for payment for broker in order to avoid load seizure • Broker must have a protocol for load breakdown that is communicated to the carrier prior to pick up. • Protocol must include carrier immediately notifying the broker, driver must remain with the load, description of breakdown and ETA until fixed, • Carrier must allow repower of trailer if carrier cannot handle themselves within 6 hours. • If repower cannot occur within 6 hours, load must remain attended, by the driver or guard, and regular updates must be provided to the customer until the repower occurs. • Broker must have a method of immediately paying for services in order to avoid additional delays (ACH, etc.) 	1, 2, 3
COMMUNICATION REQUIREMENTS	6.10	Law Enforcement Inspection	<ul style="list-style-type: none"> • Immediate notification • Seal break and re-seal verification • Communication of LE Agency and officer • Broker must communicate any DOT inspections that require the breaking of the seal to the customer immediately. • Report must include the new seal number, photo of the new seal on trailer, and name of the agency and officer that conducted the inspection 	1, 2, 3

COMMUNICATION REQUIREMENTS	6.11	Delivery Verification	<p>Communication of Delivery including Scanned signed BOL</p> <ul style="list-style-type: none"> Broker must confirm that carrier has made successful delivery within 4 hours and obtain digital copy of signed BOLs within 24 hours of delivery (receiver has taken possession of product) 	1, 2, 3
COMMUNICATION REQUIREMENTS	6.12	Trucking Company Security Capabilities	<ul style="list-style-type: none"> High security rear door locks to deal with pilferage Security equipment when staged or dropped (Kingpin Locks, Landing Gear Locks, Air Cuff Locks, Dock Locks) <ul style="list-style-type: none"> Pad Lock T3 Seal T3 Seal locks for perishables (T1) Broker able to provide a carrier with security devices when required by shipper. High security door lock - Tier 1 Seal, padlock, staging equipment (kingpin, etc.), steel cable to lock bars (typically applied by shipper) - Tier 3 	1, 2, 3
CO-BROKERING	7.1	Re-brokering	<p>Written contract that forbids re-brokering without written permission from the Broker A, which is TAPA Certified</p> <ul style="list-style-type: none"> If permission is granted the level of vetting for the new Carrier should have to meet the same vetting requirements as the original carrier The New Carrier Packet will be submitted back to the Broker A for vetting at the matching level or better than the primary broker before the load is tendered. Broker B would be required to communicate any/ all information for the secondary carrier that would facilitate co-monitoring of the load. 	1, 2
CO-BROKERING	7.2	Specialized Brokering	<p>A written contract that allows one additional level of brokering for purposes of specialized freight.</p> <ul style="list-style-type: none"> If co-brokered, then that new carrier must meet the vetting process for Level Three certification or higher. The New Carrier Packet will be submitted back to the Broker A for 	3

			<p>level three vetting or higher before the load is tendered.</p> <ul style="list-style-type: none"> The intent here is to accommodate re-brokering based on needs such as OSOW, specialized liability needs, or specialized capabilities. 	
CO-BROKERING	7.3	Exception	<p>Tendering a load with a level three vetted carrier with an understanding that if there is a need to re-broker, a written contract will then be introduced with the final carrier.</p> <ul style="list-style-type: none"> The new carrier should be sent back for vetting. Vetting should be at the same level or higher. 	1, 2, 3
RESPONSE PROTOCOL	8.1	In-House Designated Response Resource	<p>The company has a written process and in-house investigative/security response coordinator(s) that can work towards recovery and mitigation, Annual tabletop exercises are conducted internally and with customers. Must update contacts related to response annually during this exercise</p> <ul style="list-style-type: none"> Tabletop to include at least 2 customers and any third-party resources that would be utilized. If company has experienced same number of live FTL events/incident these events can qualify Must conduct full review of the event Must include the customer in question to get feedback on broker's response Must include feedback/ participation, and evaluation of any third parties utilized in the response Must include detailed documented incident report 	1
RESPONSE PROTOCOL	8.2	Use of Third-Party Response Resource	<p>Company has a written process for response and valid third-party response team such as qualified expert or company in this field.</p> <p>Tabletop exercise to include at least 2 customers and any third-party resources that would be utilized. (If company has experienced same number of live FTL events/incident these events can qualify FTL events these events can qualify.)</p> <ul style="list-style-type: none"> If company has experienced same number of live FTL events/incident these events can qualify. FTL events these events can qualify 	2

			<ul style="list-style-type: none"> • Must conduct postmortem • Must include customer in question to get feedback on broker's response • Must include feedback/ participation, and evaluation of any third parties utilized in the response • Must include detailed documented incident report 	
RESPONSE PROTOCOL	8.3	Response protocols and resources based on industry resources and best practices	<p>The company utilizes available industry resources in a written, outlined process. Industry resources may include law enforcement, insurance providers, or companies specializing in this area.</p> <p>Tabletop to include at least 2 customers and any third-party resources that would be utilized</p> <ul style="list-style-type: none"> • If company has experienced same number of live FTL events/incident these events can qualify • Update of contacts and information of all external resources • Documentation of exercise and any required improvements • Must walk annual auditor through entire tabletop during audit 	3

Glossary of Terms

Term	Acronym (If applicable.)	Definition
Applicant		Entity seeking TAPA certification. While applicants are typically Logistics Service Providers (LSP), they can also be Customer seeking certification for their own warehouses or trucking fleets.
Assisted Global Positioning System	AGPS	Device used for tracking shipments, usually but not always placed with the cargo. Must use technology that is not cell triangulation
Broker A		The broker who is tendered the load from the customer in a co-broker scenario
Broker B		The broker who is tendered the load from Broker A and tenders the load to the carrier
Co-Brokering		The process where one freight broker tenders a shipment to another broker knowing that they intend to broker it
Customer		The entity responsible for tendering the load(s) and setting the security tier for the Freight Broker. May be, but does not have to be, the product owner.
Days		Unless otherwise defined in the requirement(s), “days” is defined as “calendar days” and include weekends and holidays.
Facility Security Requirements	FSR	Standard for how cargo should be securely stored
Federal Motor Carrier Safety Administration	FMCSA	The Federal regulatory agency and database of transportation service providers in the United States.
Freight Broker (aka Broker)	FB	Company that arranges transportation on loads but does not own trucking assets. Traditionally accepts load from a shipper and arranges for a motor carrier to transport
Freight Broker Security Requirements	FBSR	Standard for cargo security by a freight broker
Full truck Load	FTL	Shipment where only one company’s product is transported in a trailer
Global Positioning System	GPS	Device that uses satellite technology to determine location
High Target Cargo	HTC	A load that is targeted for theft based on value, commodity, lane, or any combination.
High Value Load/High Target Load	HVL / HTL	Shipment who has a higher-than-average value. Defined differently depending on company but traditionally \$100k or more. HVT and HTL are interchangeable
Load Board		A load board is an online platform that connects shippers with carriers in the trucking industry. It facilitates the process of finding and booking freight loads.
Oversize/Overweight	OSOW	Any shipment where the weight or dimensions exceed what is allowed without special exception
Safety and Fitness Electronic Records System	SAFER	The Federal Motor Carrier Safety Administration database for trucking company snapshot information including electronic record of company size, commodity information, safety record, and rating.
Subject Matter Expert	SME	An individual that is considered an expert on a subject, either in an industry or company
Tabletop Exercise		A tabletop exercise is an informal, discussion-based session in which a team discusses their roles and responses during an emergency, walking through one or more example scenarios.
TAPA Cyber Security Standards	CSS	Standards to be certified in information security
Transported Asset Protection Association	TAPA	Organization that offers security standards across multiple fields
Trucking Company (aka Carrier)		The entity that takes possession of the freight during the course of delivery and moves it from the shipper to the consignee/final destination.
Trucking Security Requirements	TSR	Standard for how cargo should be securely transported