TSR 2026 Guidance Document

References: TAPA TSR 2026 Standard

Highlighted

TSR CFD 2026

TAPA Global Standard

TAPA Trucking Security Requirements - Certification Framework Document 2026

TAPA Americas

1353 Riverstone Pkwy,
Ste 120-320
Canton, GA 30114 USA

www.tapaonline.org

TAPA Asia Pacific

10 Anson Rd, #33-15
International Plaza,
Singapore 079903

www.tapa-apac.org

TAPA EMEA

Kanaalpark 140
2321 JV Leiden
The Netherlands

www.tapaemea.org

TSR/CFD Table of Contents

1.0 Introduction

1.1 Purpose of this TSR Document

This Trucking Security Requirements (TSR) document is the official TAPA Standard for secure trucking services. It is a common global Standard that can be used in business/ security agreements between Buyers and Logistics Service Providers (LSPs) and/ or other Applicants seeking Certification.

Scope

The TSR may apply to the following:

- All cargo required to be transported in accordance with the TAPA TSR
- Leased or owned vehicles, trailers or containers utilized for the transportation of cargo by one or more road segments.
- LSP/ Applicant operated, or subcontracted vehicles, trailers or containers utilized for the transportation of cargo by one or more road segments.

1.2 Application of the TAPA TSR Certification Framework Document

In the development of this TAPA TSR Certification Framework Document, TAPA recognizes the differences in how cargo transportation services are provided globally, regionally, and even within companies, and that the various TAPA Standards may apply to all, or part of the services provided by an LSP/ Applicant. Depending on the complexity and size of the supply chain, compliance with TAPA Standards may be achieved through a single LSP/ Applicant or Multiple LSPs/Applicants and qualified subcontractors.

This Certification Framework Document may apply to the following:

a. Any or all TSR locations within the global supply chain, depending on risk and/or Buyer or LSP/ Applicant requirements
b. LSP/ Applicant owned or operated TSR locations
c. Buyer-owned or operated TSR locations.

Typical users of this Certification Framework Document include:

a. Buyers/ Manufacturers/ Distributors
b. LSPs/ Applicants
c. IABs
d. Law Enforcement or other Government Organizations
e. Professional Supply Chain Organizations.
f. Insurers

1.3 Resources to Implement the TAPA TSR

The resources to meet the requirements of the TSR shall be the responsibility of the LSP/ Applicant and at the LSP's/ Applicant's own expense, unless as negotiated or otherwise agreed upon by Buyer and LSP/ Applicant.

1.4 Protecting LSP Policies and Procedures

Copies of security policies and procedures documents will only be submitted to Buyer in accordance with signed disclosure agreements between LSP/ Applicant and Buyer and shall be handled as confidential information.

2.0 Contracts and Subcontracting

2.1 Contracts

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

Where the TSR is referenced or included in the contract between the LSP/ Applicant and the Buyer, it shall also be referenced in the LSP's/ Applicant's security program.

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

2.2 Subcontracting

Subcontracting of TSR cargo transportation is only permitted under the following conditions:

a. There is a written agreement between the TAPA certified LSP and the subcontractors including all specific TSR level requirements.
b. Subcontractors are only allowed to use vehicles included in the LSP/Applicant's Vehicles Register.
c. Subcontractors are only allowed to use drivers that fulfil all specific TSR level requirements related to drivers and are included in the updated LSP's drivers list.

3.0 TAPA TSR Certification

3.1 TSR Classification levels

Three Classification levels (for vehicles reported in the Vehicle Register) are specified in the TSR:

- Level ① = Elevated Security Protection
- Level ② = Moderate Security Protection
- Level ③ = Basic/Standard Security Protection

A combination of classification levels may be used in the certification process. Where Buyers require a minimum classification level for their operations, it is the responsibility of the Buyer to negotiate the classification level required directly with the LSP/ Applicant.

Organization may choose the following four options (Table 1) to demonstrate compliance and be certified to TAPA Security Standards.

The LSPs/ Applicants shall ensure either an IAB or AA, is engaged to complete the audit and certification process.

Before the certification audit commences, LSPs/ Applicants must:

- Inform the IAB or AA which Security Classification Level they are seeking in their certification process.
- Have their own LSP Authorized Auditor (LSP AA) in place.

LSP AA outsourced option:
If there is no LSP AA available within the company then they have the right to subcontract to a 3rd party, if the 3rd party meets all the training and certification criteria as outlined by TAPA. The 3rd party has obtained a AA certification.

3.2 Pre-Certification

As multiple options are available to obtain certification, a customized audit template available from TAPA is required to be completed to provide the certification audit requirements.

3.3 Modular Requirements

Road vehicle transportation services can involve complex operational and business arrangements. To mitigate security threats, owners of cargo (Buyers) and providers of transportation services (LSP/ Applicant) need multiple options available to specify and maintain minimum but mandatory acceptable security requirements. To address this complexity, TAPA has developed TSR as a modular Standard to allow the industry to select the appropriate transportation mode for their needs.

Achieving the desired and appropriate TSR security certification for road vehicle transportation services may require using a combination of TSR modules and classification levels.

TSR requirements are applicable to all loading units tethered to a tractor (if more than one).

Table 1: TSR Certification Options

Ref#	Module	Description	Level	Auditor Type
3.3.1	Hard sided Trucks	Truck + rigid body trailer	①, ②, or ③	TAPA IAB AA
3.3.2	Soft sided Trucks	Truck + curtain sided trailer	③	TAPA IAB AA
3.3.3	Rigid Vans/ Fixed Body Trucks	Van or truck with dedicated cargo compartment	①, ②, or ③	TAPA IAB AA
3.3.4	Sea Containers	Road transport segment only	①, ②, or ③	TAPA IAB AA

Vehicle type overview

IAB Certification (Levels 1, 2, and 3)

If the audit is completed successfully, the IAB issues a certificate indicating the applicant is now TAPA TSR Certified with listings of the appropriate certification levels, operations and locations. The IAB will notify TAPA of the audit results by providing a copy of the certificate issued and other relevant information as formerly agreed between TAPA and the IAB.

3.4 Optional Enhancements

TSR includes optional enhancements that are deemed a higher level of protection which can be used in addition to the modules. Optional enhancements are intended to be selected by the LSP/ Applicant and/ or their Buyer as additional requirements for their operational security needs. When optional enhancements are selected in the pre-certification assessment to be part of the certification audit, all requirements become mandatory.

Table 2: Enhanced Options

Ref#	Optional Enhancement	Description	Auditor Type
3.4.1	Monitoring	Vehicle tracking, alarms and response	TAPA IAB AA
3.4.2	Locking Systems	Locks and systems to protect cargo compartment	TAPA IAB AA
3.4.3	Rail Transfer/ Tracking	Additional validation checks and control measures of vehicles, trailers and/ or sea containers at handover to third party Rail Terminal Operators	TAPA IAB AA
3.4.4	Security Escorts	Vehicle armed or unarmed escorts subject to local law	TAPA IAB AA
3.4.5	IT and Cyber Security Threat	Mitigation to reduce IT and cyber threats to personnel, networks, vehicles and cargo in road transport	TAPA IAB AA
3.4.6	Cargo Compartment Alarm Device	Protection and alarm devices for the cargo compartment walls	TAPA IAB AA

If the audit is completed successfully, the IAB is to include in the original TSR certificate a listing of the appropriate optional enhancements and for which TSR Certification is it relevant for.

3.5 Self-Certification

Self-Certification (Level 3 Only)

TSR Self-Certification is intended to be a simplified entry level option for TAPA Standards. The person completing the certification audit must be an AA directly associated with the LSP/ Applicant. TAPA will validate the audit submission and issue certificates for a successful audit result.
Only 1 classification level for one operation can be included in a self-certification**.**

TSR Optional Enhancements are not permitted to be included in TSR Self Certification options.

Level 3 Self-Certifications must be performed by an Authorized Auditor (AA). An AA can be an internal employee/ associate, who has completed training against the current version of the TAPA Standard, passed the relevant exam and is registered by TAPA as a TSR AA.

Table 3 explains the Self-Certification options. All requirements are mandatory.

Table 3: Self Certification Options

Ref#	Module	Description	Level	Auditor Type*
3.5.1	Hard sided Trucks	Truck + rigid body trailer	③	LSP/ Applicant AA
3.5.2	Soft sided Trucks	Truck + curtain sided trailer	③	LSP/ Applicant AA
3.5.3	Rigid Vans/ Fixed Body Trucks	Van or truck with dedicated cargo compartment	③	LSP/ Applicant AA
3.5.4	Sea Containers	Road transport segment only	③	LSP/ Applicant AA, or alternatively an IAB AA executing a self-audit on behalf of the LSP/Applicant

*The audit is carried out using the current TAPA audit template and providing sufficient information/ evidence to provide assurance to TAPA that they are meeting the requirements of the applicable TAPA Security Standard. If the TAPA audit requirements are all met, the LSP/ Applicant shall be deemed to have passed the audit and will be certified to level ③ of the applicable Security Standard for that specific facility location.

In Self-audit certifications, "N/A" entries must always be supported by documented evidence.

3.6 Vehicle Audits

The AA must physically inspect an adequate number of vehicles. TAPA recognizes that taking vehicles off the road for inspection can be expensive and time-consuming for the LSP/ Applicant.

Thirty days in advance, the LSP/ Applicant must provide to the AA the vehicle register of vehicles to be certified. From this list, the AA chooses a sample of vehicles to be inspected that contains three times the actual number to be inspected. The LSP/ Applicant may then select from this sample list the actual vehicles to be inspected.

To minimize the expense, and yet maintain the validity of the audit process, the following functions must occur:

- LSP/ Applicant must ensure a minimum of three (3) vehicles are included and maintained in their TSR scheme to be eligible for TSR Certification.
- The LSP/ Applicant is required to maintain a Vehicle Register of all vehicles registered under the TSR.
- The Vehicle Register must include any new vehicles added to the fleet since certification/ re-certification.

Size Categories and Inspection Requirements for TSR LSP/ Applicant

The category is an indication of the quantity of vehicles in an LSP's/ Applicant's scheme but can be a combination of different TSR Levels or all the same TSR Level. The intention is to allow LSP/ Applicants to introduce additional vehicles and change classification levels in a flexible but controlled manner.

Table 4: Audit Sample Size: Vehicles

Fleet Size	Number of Vehicles Registered in Vehicle Register	Number of Vehicles to be Audited
Small	3 - 30	3 of the registered vehicles
Medium	31 - 100	The greater of 3 or 7% of all registered vehicles
Large	101 - 300	7% of all registered vehicles with a maximum of 15
Over-Large	301 and above	7% of all registered vehicles with a maximum of 25

3.6.1 Vehicles added to the Vehicle Register after the certification must be included in the annual Self-Audit submission. The sample set is adjusted to accommodate any new increases or reductions.

3.6.2 The sample set of vehicles inspected must include any new vehicles added to the fleet since certification/ re-certification.

3.6.3 The concept of mutual recognition will apply. A TAPA TSR Certified LSP/ Applicant or trucking company may utilize the services of another TAPA TSR Certified company and previous audit results and status will be mutually recognized. No re-audit of a subcontractor's vehicles or services covered by an existing TAPA TSR Certification will be required.

3.6.4 A TAPA TSR Certified LSP/ Applicant or trucking company may "adopt" road transportation vehicles from another subcontractor or subsidiary. This option is intended to allow owner drivers or small operators to be included in the TSR Certification of a larger operator. Each adopted vehicle must be entered into the certification holder's own vehicle register. A formal agreement between the TSR Certified LSP/ Applicant and the subcontractor or subsidiary must be in place and define the measures being taken to ensure ongoing conformance of the personnel and vehicles used in the certification. Adoption effectively means the TAPA TSR Certified LSP/ Applicant is wholly responsible for the adopted vehicles' compliance to the TSR.

3.6.5 The AA may request a new inspection if additional vehicles have been added to the Vehicle Register or there is an addition of a new vehicle type (independently of the number of added vehicles of this type). The total number of vehicles in the Vehicle Register is taken at the time of the yearly Self-Audit. The AA's decision-making criteria for scheduling a new inspection shall include the following:

3.6.5.1 There is an upwards change in the size category (small, medium, large or overlarge) of the LSP/ Applicant, and/ or more than 20 vehicles have been added to the Vehicle register when compared to the previous year's.

3.6.5.2 AA can inspect up to 7% of the vehicles that have been added to the Vehicle Register.

3.6.5.3 AA and LSP/ Applicant to agree the actual vehicles due for inspection in advance.

3.6.5.4 LSP/ Applicant will ensure reasonable efforts are made to facilitate the AA's truck inspection.

3.6.6 Both the Buyer and TAPA reserve the right to conduct their own audits to confirm that all appropriate vehicles in the Vehicle Register meet the requirements of the TSR.

3.7 General Information

Regardless of the business relationships, TSR certified operations must use road transport vehicles that are formally included within one or more parties' TSR certification scheme. Some companies may choose to certify their entire fleet. Others may certify only part of the fleet for certain uses.

A multi-site management option and the integration of more than one TSR location is an option available in the TSR 2026 revision and must be coordinated between the interested parties, the IAB, and the regionally responsible TAPA teams in individual cases or if necessary.

The LSP/ Applicant shall ensure the appropriate auditor, trained/ qualified on the current TSR, is engaged to complete the audit and certification process. See Table 1 for options.

Before the certification audit is scheduled/ commences, LSP/ Applicant must inform the AA which Security Classification levels they are seeking in their certification process.

An informal summary of the findings/ results should be shared with the LSP/ Applicant during the audit closing conference. The AA shall inform the LSP/ Applicant of audit results within ten (10) business days following the completion of the audit. Any delays in issuing the audit results must be promptly communicated to the LSP/ Applicant and negotiated between the AA and LSP/ Applicant.

Costs for TAPA certification are the responsibility of the LSP/ Applicant, unless otherwise negotiated with the Buyer(s).

3.8 Re-Certification

The TAPA TSR certificate shall be valid for a period of three (3) years with no extension permitted.

To prevent any lapse in certification, a re-certification audit must be performed prior to the expiration date of the current certificate. Completion of any SCARs must also occur within the original 60-day allotted period and prior to the current certificate's expiration date (see Corrective Action/ SCAR in Section 4).

Therefore, to assure adequate planning and preparation, it is recommended that the LSP/ Applicant schedule the re-certification audit three (3) months before the current certificate expiration date. If the TAPA TSR certificate is issued within the aforementioned three-month period, the date of the new certificate will be the expiration date of the current certification. If corrective actions are not closed prior to the expiration date, and there is no waiver granted, the certification will expire.

An LSP/ Applicant or Buyer may request re-certification if either party considers the Classification level to have changed.

4.0 Audit Follow Up

4.1 Corrective Action/ SCAR

If TSR requirements are not met, as discovered during the audit, the AA submits a Security Corrective Action Requirement (SCAR) to the relevant LSP/ Applicant. The LSP/ Applicant shall respond to the AA within ten (10) business days, documenting the action to be taken and the date the action will be completed. SCAR completion dates may be negotiated between the AA and the LSP/ Applicant. However, unless the Regional TAPA Waiver Committee approves a waiver, corrective action implementation shall not exceed sixty (60) days from notification to the LSP/ Applicant.

In all cases, the LSP/ Applicant shall submit progress updates/ reports on all outstanding SCARs to the AA. Any SCAR not completed before its due date shall be escalated by the LSP's/ Applicant's Security Representative to the LSP's/ Applicant's Management. The reason(s) for noncompliance shall be documented and communicated to the AA. LSP's/ Applicant's failure to address a SCAR may result in the withholding of the TAPA certification. The LSP/ Applicant has the right to appeal directly to TAPA if the certification is withheld. TAPA shall arbitrate the dispute between the LSP/ Applicant and the AA and retains the right to issue a binding resolution to the dispute.

Note: It is not necessary for the AA to re-audit the company in order to close a SCAR. Evidence of SCAR closure (i.e., achieving compliance) may be presented to the AA in the form of written correspondence, web meetings or conference calls, photographs, etc.

4.2 Compliance Monitoring

Self-Audits

The LSP/ Applicant will ensure they have an internal process in place in order to monitor compliance, in years two and three, in between formal audits conducted by an AA.
The interim Self-Audits must reflect the TSR requirements.

4.2.1 Interim Self Audit's must be carried out by LSP's/ Applicant's own or subcontracted AA.

4.2.2 All AAs must have taken and passed the applicable exam for the TAPA Standard and version they are required to audit against.

4.2.3 For TAPA TSR certifications issued by an IAB: The interim Self-Audit must be documented on the TAPA audit form and submitted to the IAB within 30 days of the anniversary date of the original IAB certification.

4.2.4 For Self-Certifications: The interim Self-Audit must be documented and submitted to TAPA within 30 days of the anniversary date of the original Self-Certification.

Failure to comply will result in suspension of the original certification until the interim Self-Audit is properly completed. Gaps identified must be documented, assigned a due date for completion of corrective action(s), and tracked to closure within 60 days.

Self-Assessments for Vehicles

Ongoing Assessment

The LSP/ Applicant must have documented evidence that all subsequent Self- Assessments (fixed or rolling program, covering all vehicles listed in the TSR Vehicle Register) are completed at least once every 12 months

by the LSP/ Applicant. Associated records are retained for audit purposes.

Table 5: Audit & Compliance Monitoring Schedule

Action	Frequency	①	②	③
Certification Audit (IAB/ AA Certification Audit)	Every three (3) years	①	②	③
LSP/ Applicant Self-Certification Audit	Every three (3) years			③
Self-Audits (interim compliance checks)	Annually at 1st and 2nd Anniversary	①	②	③
LSP/ Applicant Subcontractor Audit	In accordance with Buyer- LSP/ Applicant contract	①	②	③

Buyer Visits to LSP/ Applicant

The Buyer and the LSP/ Applicant recognize the importance of working in partnership to reduce risk within the supply chain. Both parties agree to schedule Buyer visits with reasonable notice; e.g., 10 business days, with scope and parameters mutually agreed upon in advance and/ or in accordance with the Buyer- LSP/ Applicant contract. Loss investigations; i.e., thefts, damage, etc., shall be performed in accordance with the Buyer- LSP/ Applicant contract.

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4.3 TAPA Complaint Investigation and Resolution

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

5.0 Waivers

5.1 Overview

A waiver is a written approval granted to exempt a company from a specific TAPA requirement and to accept an alternative compliance solution. The waiver request must be completed using the current official version of TAPA Waiver Request Form. The form can be accessed via the TAPA website. A waiver may be requested if an LSP/ Applicant cannot meet a specific requirement in the TSR and can justify alternative measures. Waivers are valid for the period of the certification.

All waiver requests for a specific security requirement (either in part or whole) must be submitted via a TAPA Waiver Request form to the Independent Audit Body (IAB)/ Authorized Auditor (AA) by the LSP/ Applicant (TAPA Waiver Request form). The requesting LSP/ Applicant takes full responsibility for the accuracy of information provided in the waiver request.

Each waiver request must then be submitted through the IAB/ AA to the TAPA Regional Waiver Committee for approval. It is the responsibility of the IAB/ AA to decide if the request is complete and justifies processing by TAPA; this includes verification of mitigating factor(s) and/ or alternative security controls.

Should TAPA officials and/ or Buyers challenge that waiver conditions have changed, TAPA will complete a formal investigation and LSP/ Applicant understands that the waiver may be revoked by TAPA.
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5.2 Waiver Business Process

If an LSP cannot meet a specific requirement in the TSR, the waiver process below is implemented.

Table 6: Responsibilities: Waiver Application/ Evaluation

Step	Responsibility	Action
1.	LSP/ Applicant	Establishes and verifies mitigation measures.
2.	LSP/ 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 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 LSP/ Applicant is required to implement the full security requirements of the TSR.

If Waiver Is Granted

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

Table 7: 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.	LSP/ Applicant	Complies with the waiver requirements. Failure to do so shall void the waiver approval.

6.0 Example: Fleet sample size

Based on Table 4 above and given the multiple types of vehicles available to be included in a TSR certification, sometimes the selection of sample vehicles to be audited during a certification or re-certification audit becomes a little challenging. The selection must address both elements:

- The total number of vehicles, and
- The number of vehicles per type (in case multiple types are included in the certification scheme).

There are two principles that an Authorized Auditor must comply with:

1. Whenever a decimal figure appears in a sample size calculation, to round to an integer value **consistently** (as you cannot audit part of a vehicle!), meaning that:

    a. **Either** for decimals smaller than 5, it should round to the previous integer, whereas for decimal values equal or larger to 5, it should round to the next integer value.

    b. **Or** for all decimal values to round to the next integer value.

    It is important to use the same rule consistently to ensure objectivity.

2. The **sample must be representative of the total**. This topic shall arise in case multiple vehicle types are present, and the AA needs to select the sample among different vehicle types.

In the first example below, the formulas of Table 4 are applied to define the NUMBER of vehicles that need to be included in the sample. As there are many cases where one vehicle consists of two physical structures (a tractor and a trailer), it is strongly recommended to count each separate physical vehicle as a separate one, since these vehicles can be used individually.

Small Fleet Examples

- **Fleet of 3 vehicles**: Sample size = **3 vehicles**
- **Fleet of 5 vehicles**: Sample size = **3 vehicles**
- **Fleet of 15 vehicles**: Sample size = **3 vehicles**
- **Fleet of 30 vehicles**: Sample size = **3 vehicles**

Medium Fleet Examples

- **Fleet of 35 vehicles**:
    - 7% calculation: 35 × 0.07 = 2.45 → rounds to 3 (rounding to the next integer rule applied)
    - Greater of 3 or 3 = **3 vehicles**
- **Fleet of 50 vehicles**:
    - 7% calculation: 50 × 0.07 = 3.5 → rounds to 4
    - Greater of 3 or 4 = **4 vehicles**

- **Fleet of 80 vehicles**:
  - 7% calculation: 80 × 0.07 = 5.6 → rounds to 6 (rounded to the closest integer rule applied)
  - Greater of 3 or 6 = **6 vehicles**
- **Fleet of 100 vehicles**:
  - 7% calculation: 100 × 0.07 = 7
  - Greater of 3 or 7 = **7 vehicles**

Large Fleet Examples

- **Fleet of 120 vehicles**:
  - 7% calculation: 120 × 0.07 = 8.4 → rounds to 8 (rounded to the closest integer rule applied)
  - Sample size = **8 vehicles** (under maximum of 15)
- **Fleet of 200 vehicles**:
  - 7% calculation: 200 × 0.07 = 14
  - Sample size = **14 vehicles** (under maximum of 15)
- **Fleet of 250 vehicles**:
  - 7% calculation: 250 × 0.07 = 17.5 → rounds to 18
  - Sample size = **15 vehicles** (capped at maximum of 15)

Over-Large Fleet Examples

- **Fleet of 330 vehicles:**
  - 7% calculation: 330 × 0.07 = 23.1 → rounds to 23 (rounding to the next integer rule applied)
  - Sample size = **23 vehicles**
- **Fleet of 400 vehicles**:
  - 7% calculation: 400 × 0.07 = 28
  - Sample size = **25 vehicles** (capped at maximum of 25)
- **Fleet of 600 vehicles**:
  - 7% calculation: 600 × 0.07 = 42
  - Sample size = **25 vehicles** (capped at maximum of 25)
- **Fleet of 1,000 vehicles**:
  - 7% calculation: 1,000 × 0.07 = 70
  - Sample size = **25 vehicles** (capped at maximum of 25)

When it comes to the selection of sample vehicle types (in case of multiple types per certification scheme), then the second principle must apply: **The sample must be representative of the total.**

For example, in case we have a large company with 200 vehicles that we calculated above that the sample size must be 14 vehicles, and this fleet consists of 90 tractors, 30 hard-sided trailers, 65 soft-sided trailers, 10 boxed trucks, and 5 minivans, the AA should follow the below sampling model:

- 90 tractors (this corresponds to 90/200 = 45% of the total fleet)
- 30 hard-sided trailers (this corresponds to 30/200 = 15% of the total fleet)
- 65 soft-sided trailers (this corresponds to 65/200 = 32.5% of the total fleet)
- 10 boxed trucks (this corresponds to 10/200 = 5% of the total fleet)
- 5 minivans (this corresponds to 5/200 = 2.5% of the total fleet)

A very good approach would be to select the sample size according to the above-calculated fleet percentages per vehicle type:

- tractors sample size must be 45% of the total sample = 45%*14 = 6.3
- hard-sided sample size must be 15% of the total sample = 15%*14 = 2.1
- soft-sided sample size must be 32.5% of the total sample = 32.5%*14 = 4.55
- boxed trucks sample size must be 5% of the total sample = 5%*14 = 0.7
- minivans sample size must be 2.5% of the total sample = 2.5%*14 = 0.35

In this example, we see that if the "round to closest integer" rule is applied, the minivans sample size should be rounded to 0, which is something that is not desirable in a sampled audit, therefore in such cases it is recommended to round always to 1 (or re-calculate the sample numbers using the "round to next integer" rule. Therefore, a representative sample size for this example could be:

- minivans sample size = 0.35 → rounds to 1
- boxed trucks sample size = 0.7 → rounds to 1
- soft-sided trailers sample size = 4.55 → rounds to 5
- hard-sided trailers sample size = 2.1 → rounds to 2
- tractors sample size = 6.3 → rounds to 6 but as the total number of sampled vehicles must be 14, we can round it to 5, so that 1+1+5+2+5 = 14.

A final point that attention should be paid is also the requirement that thirty (30) days prior to the audit, the LSP/ Applicant must provide to the AA the vehicle register of vehicles to be certified. From this list, the AA must choose a sample of vehicles to be inspected that contains three times the actual number to be inspected. The LSP/ Applicant may then select from this sample list the actual vehicles to be inspected

It is again strongly recommended that the AA use the above sample audit figures to select vehicles from the vehicles register, i.e., to select 42 vehicles (= 3 times the 14 vehicles to be audited):

- 3 minivans
- 3 boxed trucks
- 15 soft-sided trailers
- 6 hard-sided trailers
- 15 tractors

Final Notes

1. **Rounding**: When 7% calculations result in decimals, **round CONSISTENTLY EITHER** to the nearest integer number (if this is 0, select 1) **OR** to the next integer number.
2. **Minimum Requirements**: Small fleets must always audit 3 vehicles, whereas Medium fleets must audit at least 3 vehicles, even if 7% is less than 3
3. **Maximum Caps**: Large fleets are capped at 15 vehicles, Over-Large fleets at 25 vehicles
4. **Random Selection**: Vehicles should be selected randomly from the registered vehicle fleet and the sample of the fleet must be representative of the total.

Publishing and Copyright Information

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This Publicly Available Specification (PAS) becomes effective on 15 September 2026.

Status of this Document

This document represents the TAPA Trucking Security Requirements (TSR) – 2026 Revision and establishes the baseline requirements for transportation security within the TAPA certification framework.

The document remains valid until it is replaced, revised, or withdrawn by TAPA.

TAPA may issue future revisions, updates, or amendments to reflect evolving security threats, industry practices, and technological developments.

Use of this Document

Compliance with this specification may be used as part of the TAPA certification process for facilities handling high-value and theft-sensitive cargo.

Organizations implementing this specification are responsible for ensuring that all applicable legal, regulatory, and operational requirements are met in addition to the requirements described in this document.