

Highlighted



TSR 2026

TAPA Global Standard



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

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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. In the development of this Standard, TAPA recognizes the multiple differences in how trucking services are provided globally, regionally, and even within companies, and that the TSR 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.

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.

Audience

Typical users of the TAPA Standards include:

- Buyers
- LSPs/ Applicants
- Law Enforcement or other government organizations
- Professional Supply Chain Organizations
- Insurers

1.2 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 negotiated or otherwise agreed upon by Buyer and LSP/ Applicant.

1.3 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 About TAPA

2.1 TAPA's Purpose

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

The threat is no longer only from opportunist criminals. Today, organized crime rings are operating globally and using 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 aim of reducing losses from international supply chains. TAPA's primary focus is theft prevention through the use of real-time intelligence and the latest preventative measures.

2.2 TAPA's 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.

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3.0 TAPA Standards

3.1 TAPA 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) focus exclusively on transport by truck and represents minimum standards specifically for transporting products via road within a supply chain.
- The Cyber Security Standards (CSS) aim to provide a tool for companies to understand the minimum requirements in IT management in the company's supply chain operations to protect digital assets from cyber-attacks and operation lapses.

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

This document addresses the TSR requirements only!

- The certification process for TAPA TSR is documented in TAPA TSR Certification Framework document.
- Both the current versions of the TAPA TSR and TAPA TSR Certification Framework document must be followed to achieve TAPA TSR certification status.

3.2 Implementation

Successful implementation of the TAPA Security Standards is dependent upon LSPs (Logistics Service Providers)/ Applicants, Buyers (owners of the cargo), and TAPA Authorized Auditors working together.

4.0 Legal Guidance

4.1 Scope

The TSR is a Global Standard, and all sections of the Standard are mandatory unless an exception is granted through the official waiver process (see [Section 6 of TSR Standard](#) and [Section 5 of TSR Certification Framework Document](#)).

4.2 Translation

In geographical areas where English is not the first language, and where translation is necessary and applicable, it is the responsibility of the LSP/ Applicant and its agents to ensure that any translation of the TSR, or any of its parts, accurately reflects the intentions of TAPA in the development and publication of these Standards.

4.3 The “TAPA” Brand

“TAPA” is a registered trademark of the Transported Asset Protection Association and may not be used without the express written permission of TAPA through its officially recognized regions. TAPA Standards and associated material are published through, and by TAPA, and may not be revised, edited, or changed by any party without the express written permission of TAPA. Misuse of the TAPA brand may result in removal of certification or legal action.

4.4 Limits of Liability

By publication of these Standards, TAPA provides no guarantee or assurance that all cargo theft events will be prevented, whether or not the Standards are fully deployed and properly implemented. Any liability that may result from a theft of cargo in storage, or any other loss of cargo in storage under the TSR Standards will be for the account of the LSP/ Applicant and/or the Buyer in accordance with the terms and conditions in their contract with each other and any laws or statutes which may apply within the subject jurisdiction.

5.0 Contracts and Subcontracting

5.1 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 Buyer, it shall also be referenced in the LSP's/ Applicant's security program.

LSP shall provide 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.

5.2 Subcontracting

When using subcontractors, there must be a contractual requirement that the subcontractors meet all noted TSR Requirements. LSP's Internal Authorized Auditors must confirm that the subcontractor meets the TSR requirements of the same level.

5.3 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/ Applicant expense. If the LSP/ Applicant fails the audit, or refuses to comply with this process, their certificate may be withdrawn.

6.0 Waivers

A Waiver is a written approval granted to exempt a facility from a specific TAPA requirement and to accept an alternative compliance solution. 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.

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7.0 Trucking Security Requirements

S1. General Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Van/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
		1. Transport Security Program & Organization												
		Intent: To establish mandatory security governance frameworks, designated personnel responsibilities, and consistent security standards across the LSP's organization and operation, and its subcontractors.												
		Description: This section covers written corporate security policy requirements including HVTT cargo procedures, security organization structure with appointed personnel for TAPA TSR compliance and program monitoring, and subcontractor security management through formal agreements.												
		1.1 Transport Security Program												
New	1.1.1	All procedures or policies required by this Standard must be documented and supported by records.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.2.1	1.1.2	The LSP must have a written corporate supply chain security policy (Security Policy) in place and adopted by management.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.2.2	1.1.3	Specific procedures for the handling of high value theft targeted (HVTT) cargo must be in place, and in alignment with TSR policies.	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
	1.2 Security Organization													
9.1.1	1.2.1	Management must have formally appointed a person (AA) for security on site who is responsible for maintaining TAPA TSR, SCARS closure, risk assessment, management report and company supply chain security requirements. Another person (can be the same) will also be responsible for monitoring the TSR program. This includes scheduling compliance checks, communications with AAs, recertification, changes to the TSR Standard, etc. Note: These persons can be an employee or outsourced person under contract to perform this role.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
	1.3 Subcontractors Security Management													
9.2.3	1.3.1	TSR and HVTT Processes and procedures must be applicable to the LSP's & Applicant's subcontractors as well as any other logistics service providers they engage in the movement of cargo under this standard and must be reflected in formal agreements between parties.	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
		2. Risk Assessment and Operational Security Planning												
		Intent: To ensure LSPs conduct comprehensive risk assessments and implement secure operational planning measures to minimize security threats during cargo transportation and handling.												
		Description: This section covers annual risk assessment procedures for routes and stops, secure transportation and parking planning requirements, data protection measures for sensitive information, (and business continuity planning protocols).												
		2.1 Security Risk Assessment Procedure												

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.5.1	2.1.1	The LSP/ Applicant must perform a risk assessment on all routes and stops at least annually to ensure that the safest routes are chosen to minimize passage through, or stops in, high-risk areas. This information must be provided to the Buyer if requested. As a minimum the assessment shall include: 1. Procedures in place to prevent delays by mitigating avoidable traffic congestion. 2. Procedures in place to minimize risks from unavoidable delays on route and when deadlines to arrive at destinations or approved parking locations may be at risk. 3. Procedures in place to detect and avoid crime hotspots. Note: All of the above shall be applicable during the custody of the freight by the LSP/ Applicant or their service partners, subcontractors or intermodal providers. Separate risk assessments may be necessary to be completed by the LSP/ Applicant to identify and address risks of their third-party operators. Additionally, incident data analysis, Law Enforcement Agency advice and industry network data sharing must be taken into consideration.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
	2.2 Planning for secured Transportation and Parking													

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.19.1	2.2.1	The LSP/ Applicant has planned routes.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.19.2	2.2.2	The LSP/Applicant has pre-scheduled stops with details on the purpose (e.g. refueling or rest-breaks).	①	②	-	N/A	N/A	-	①	②	-	①	②	-
	2.3 Protection Measures for Business Operation and Sensitive Data													
9.31.4	2.3.1	Access to shipping documents and information on Buyer's assets controlled, monitored and recorded, based on "need to know".	①	②	③	N/A	N/A	③	①	②	③	①	②	③
	3. Fleet Management and Vehicle Security Requirements													
	Intent: To establish comprehensive vehicle registration, tracking, and security standards for all fleet assets used in TSR operations to ensure cargo protection and operational visibility.													
	Description: This section covers vehicle registration and documentation requirements, tractor unit security specifications including tracking and communication systems, and trailer security measures encompassing locking systems, seals, and monitoring devices.													
	3.1 Fleet Management and Vehicles Register													

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.28.1	3.1.1	Vehicles to be utilized under the TSR must be listed in the LSP's/ Applicant's TSR Vehicle Register. There is no specific format for the Register, however, it must include at least the following information for any vehicles/units to be covered in the certification scheme: 1. Tractor identification information 2. Trailer/container chassis identification information 3. TSR level 4. Date(s) of audits, inspections and self-assessments 5. A record of any non-conformances or other exceptions 6. Date of non-conformance/exception corrections	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.9.9	3.1.2	LSP will maintain an up-to-date list of all own and sub-contracted drivers qualified/trained to drive vehicles listed in the vehicle register.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.34.1	3.1.3	The LSP/ Applicant must have documented evidence that all vehicles (trucks/vans & trailers/container chassis) in the TSR Vehicle Register have been assessed and are meeting the requirements of the TAPA TSR.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
	3.2 Tractor Unit / Truck-Van													

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.10.3	3.2.1	Cargo compartment and driver's cab must be physically segregated by a hard bulkhead or security mesh.	-	-	-	N/A	N/A	-	①	②	-	-	-	-
9.10.4	3.2.2	The vehicle must be fitted with an engine immobilizer that prevents the engine being started without the vehicle ignition/start key being present.	①	-	-	N/A	N/A	-	①	-	-	①	-	-
9.12.1	3.2.3	Primary and backup systems available for two-way, real time voice communication system (e.g. mobile phone/two-way radio) during the entire journey. LSP/Applicant to ensure that either: LSP's/ Applicant's office or 3rd party AMC System able to automatically test voice communication function is available; OR; A procedure is in place to ensure a manual communications test call to both systems is performed prior to the trip.	①	-	-	N/A	N/A	-	①	-	-	①	-	-
9.12.2	3.2.4	At least one system available 24/7 for two-way, real time voice communication (e.g. mobile phone/two-way radio) with LSP's/Applicant's office or 3rd party AMC.	-	②	③	N/A	N/A	③	-	②	③	-	②	③

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.14.1 / 9.14.3	3.2.5	In the truck/van tractor a tracking device must be permanently installed in a covert location and, where available, must be capable of utilizing at least two methods of signaling such as: Method 1: 3G or 4G or 5G Method 2: SMS/GPRS using GSM Method 3: Satellite communications enabled tracking device Must be equipped with at least one covert antenna. Note 1: In countries where two different forms of signaling are not available, the LSP/ Applicant must document this to the auditor. Note 2: To ensure reliable and secure tracking, satellite communication remains the only truly effective fallback solution. All other methods relying on network providers may help to close regional coverage gaps, but they are limited by the varying technological infrastructure and development levels across countries.	①	②	-	N/A	N/A	-	①	②	-	①	②	-
9.14.4	3.2.6	A tracking device must be installed in a covert location in the truck/van tractor.	-	-	③	N/A	N/A	③	-	-	③	-	-	③
9.14.6	3.2.7	Standard “reporting interval” for tracking units in the truck/van tractor must be not less than one report every five (5) minutes permanently (during the whole route, including all breaks).	①	-	-	N/A	N/A	-	①	-	-	①	-	-

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.14.8	3.2.8	Standard “reporting interval” for tracking unit in the truck/van tractor must be not less than one report every fifteen (15) minutes.	-	②	-	N/A	N/A	-	-	②	-	-	②	-
9.14.5	3.2.9	Standard “reporting interval” for tracking unit in the truck/van tractor must be not less than one report every thirty (30) minutes.	-	-	③	N/A	N/A	③	-	-	③	-	-	③
9.14.9	3.2.10	The tracking devices in the truck/van tractor must report events to include: 1. Device tampering of any of the installed security systems. 2. Truck stoppage 3. Tracking device battery status 4. Cargo area door opening.	①	-	-	N/A	N/A	-	①	-	-	①	-	-
new	3.2.11	The tracking devices must report individually each event.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.14.11	3.2.12	The truck/van tractor tracking devices must be equipped with a battery back-up capable of maintaining the signaling capacity of the tracking device for not less than 24 hours at a “reporting” rate of not less than one “reporting” every five minutes while the trailer is untethered.	①	-	-	N/A	N/A	-	①	-	-	①	-	-

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.15.1	3.2.13	Manually activated silent alarm (duress alarm) permanently installed in reach of driver and must send a signal to the LSP's/ Applicant's home base and/or third-party AMC. There must be a documented procedure and records to ensure the effectiveness and reliability of the duress alarm system. Note: Mobile phones panic alarm apps are not acceptable if the mobile phone needs to be unlocked before activating the panic button.	①	②	-	N/A	N/A	-	①	②	-	①	②	-
new	3.2.14	Mobile panic button / mobile phone with an installed panic app additional device must be in place and stand-alone (operating independently of any other device), providing real time location information with any alarm signal transmitted. The driver must always carry the mobile panic button / mobile phone, whenever the driver leaves the tractor cabin. The mobile panic button / mobile phone must be able send a signal to the LSP's/ Applicant's home base and/or third-party AMC. The driver must ensure mobile panic button / mobile phone is adequately charged during the whole route.	①	-	-	N/A	N/A	-	①	-	-	①	-	-

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.15.2	3.2.15	Local audible alarm if unauthorized entry to driver's cab occurs. Note: Intrusion alarm must cover entrance through doors and interior area of cabin and must be armed accordingly (depending on whether the driver is inside or outside the cabin).	①	-	-	N/A	N/A	-	①	-	-	①	-	-
9.18.1	3.2.16	Satellite navigation system installed (route planner) recognizing detours, traffic jams, etc. to avoid unnecessary stops or delays.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
	3.3 Trailer / Cargo Compartment													
9.11.1	3.3.1	All cargo compartment doors must be equipped with high-quality, heavy-duty locking devices constructed of stainless or hardened steel, permanently installed. The use of temporary solutions such as chains, cables, lightweight bars, or removable bolts/brackets is strictly prohibited. These locking mechanisms must remain engaged and locked throughout the entire journey. Note: For some examples of locking mechanisms, please refer to the TAPA Locking Systems Guidance Document.	①	-	-	N/A	N/A	-	①	-	-	①	-	-

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.11.2	3.3.2	High-quality, stainless or hardened steel, heavy weight high security locking device permanently installed on all cargo compartment doors OR use of temporary devices such as chains, cables, light-weight bars, removable bolts/brackets etc. to be used. Locking devices must be utilized and locked during the entire journey.	-	②	-	N/A	N/A	-	-	②	-	-	②	-
9.11.3	3.3.3	Locks must be: A. Electronically, automatically or manually operated B. Unique (duplicated codes/keys/passwords to open different locks not permitted) C. Locks and fixing devices must be able to withstand substantial force and be tamper evident. Notes: Refer to the TAPA Locking Systems Guidance Document for explanation and detail.	①	②	-	N/A	N/A	-	①	②	-	①	②	-
9.11.4	3.3.4	Doors must be secured according to the policy established by the Logistics Service Provider (LSP) or the Applicant.	-	-	③	N/A	N/A	③	-	-	③	-	-	③

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.11.5	3.3.5	Tamper evident seals are used on all direct, non-stop shipments. Seals shall be certified to ISO 17712 (I, S or H classification). The LSP/Applicant shall have a documented procedure in place to ensure the seals are controlled and who (Buyer, Warehouse operator or LSP etc.) is responsible for applying and removing the seals. Seals must not be applied or removed by the driver unless on Buyer exemption.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.11.6	3.3.6	TIR cable, with minimum steel diameter of 3mm , used for FTL direct transports.	-	-	-	N/A	N/A	③	-	-	-	-	-	-
9.11.7	3.3.7	An immobilization device, such as a kingpin lock, landing gear lock, or brake line lock, must be used when a loaded trailer is left unattended. Documented procedure and drivers' instructions must be in place.	-	②	③	N/A	N/A	③	-	-	-	-	②	③
new	3.3.8	Dropping/unhooking/uncoupling a loaded trailer/container is not allowed, unless it is pre-approved in a written form by the buyer. Documented procedure and driver's instructions must be in place.	①	-	-	N/A	N/A	-	-	-	-	①	-	-

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.14.2	3.3.9	In trailer/container a tracking device must be permanently installed in a covert location. The device can be installed internally or externally and, where available, must be capable of utilizing at least two methods of signaling such as: Method 1: 3G or 4G or 5G Method 2: SMS/GPRS using GSM Method 3: Satellite communications enabled tracking device Must be equipped with at least one covert antenna. Note 1: In countries where two different forms of signaling are not available, the LSP/ Applicant must document this to the auditor. Note 2: To ensure reliable and secure tracking, satellite communication remains the only truly effective fallback solution. All other methods relying on network providers may help to close regional coverage gaps, but they are limited by the varying technological infrastructure and development levels across countries.	①	-	-	N/A	N/A	-	-	-	-	①	-	-

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.14.7	3.3.10	Standard “reporting interval” for tracking units in the trailer/container must be not less than one report every five (5) minutes. Note: When the tractor and trailer/container are tethered to the tractor and an effective untethered alert system is in place, only one of the units must meet this “reporting” rate standard. Once untethered both tracking units must report independently so the capability to independently report must be in place.	①	-	-	N/A	N/A	-	-	-	-	①	-	-
9.14.10	3.3.11	When trailers/containers are being utilized, tracking devices must report events to include: 1. Untethering (unhooking) of the trailer/chassis 2. Device tampering of any of the installed security systems. 3. Truck/trailer/container stoppage 4. Tracking device battery status	①	-	-	N/A	N/A	-	-	-	-	①	-	-
9.14.12	3.3.12	When trailers/containers are being utilized tracking devices must be equipped with a battery back-up capable of maintaining the signaling capacity of the for not less than 24 hours at a “reporting” rate of not less than one “reporting” every five minutes while the trailer is untethered.	①	-	-	N/A	N/A	-	-	-	-	①	-	-
9.16.1	3.3.13	Unauthorized opening of any cargo compartment doors sends signal to AMC.	①	-	-	N/A	N/A	-	①	-	-	①	-	-

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.16.2	3.3.14	Unauthorized opening of any cargo compartment door activates an audible (acoustic) high decibel alarm, as allowed by local restrictions . Note 1: It is expected that the volume of the siren is loudly heard at the vicinity of the cargo compartment/trailer.	①	-	-	N/A	N/A	-	①	-	-	①	-	-
new	3.3.15	The tracking devices must report individually each event.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
4. Transport Monitoring and Alarm Response														
	Intent: To establish comprehensive monitoring protocols and alarm response procedures ensuring effective incident management and continuous tracking system oversight throughout cargo transportation.													
	Description: This section covers response protocol requirements and annual review procedures, AMC service agreements and staff training programs, tracking system failure management and testing protocols, and dispatch coordination procedures for route modifications and system controls.													
	4.1 Response Protocols													
9.6.1	4.1.1	Response protocols for alerts must be reviewed at least annually ensuring they are current, relevant, and effective .	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.6.2	4.1.2	As a minimum response protocol must include specific processes for: 1. Communicating with law enforcement 2. Providing information and instructions for driver(s) 3. Allocating resources to the site of the event as needed 4. Protecting any cargo that remains and is vulnerable. 5. Responding to tracking system failure	①	②	③	N/A	N/A	③	①	②	③	①	②	③
	4.2 AMC Services													
9.7.1	4.2.1	The LSP/Applicant must implement an internal staff program covering training, proper use of tracking devices, security equipment, and adherence to alarm protocols, specifically emphasizing any industry-specific security and safety measures (as appropriate), as outlined in Section 5: Security Transport Protocols, Processes and Procedures . Alternatively, the LSP/Applicant may have a contract with a recognized service provider, ensuring the enforcement of identical security measures and training protocols for staff.	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
new	4.2.2	In-house or outsourced AMC must be in place complying with below requirements: 1. Operational as long as the routes are executed. 2. Operators are trained, and AMC related duties are part of their job description. 3. Location having backup infrastructure in case of power or network disruptions.	①	-	-	N/A	N/A	-	①	-	-	①	-	-
new	4.2.3	LSP's must have properly trained resources during the execution of the transports to respond to emergencies during transports, provide guidance and instructions to the drivers and coordinate response activities.	-	②	-	N/A	N/A	-	-	②	-	-	②	-
new	4.2.4	LSP's Point of Contact must be able to respond to emergencies during transports, provide guidance and instructions to the drivers and coordinate response activities.	-	-	③	N/A	N/A	③	-	-	③	-	-	③
9.17.2	4.2.5	The tracking/monitoring software must create an alarm to the AMC if the tracking device fails or GSM/GPS signal(s) is/are lost for more than 7 mins.	①	-	-	N/A	N/A	-	①	-	-	①	-	-
9.17.1	4.2.6	Procedures in place, tested and reviewed at least every six months, for responses to failure of tracking device. Procedures must include that any issues or malfunctions must be promptly addressed and documented.	①	-	-	N/A	N/A	-	①	-	-	①	-	-

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.14.13	4.2.7	AMC must have the capability to remotely adjust (increase or decrease) and manage the reporting rate for all TSR 1 tracking devices, over the air .	①	-	-	N/A	N/A	-	①	-	-	①	-	-
9.18.3	4.2.8	Procedure in place to ensure LSP's/Applicant's dispatch and AMC where utilized, must confirm all route changes due to navigation system guidance.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
5. Security Transport Protocols, Processes and Procedures														
	Intent: To establish comprehensive operational security procedures covering all phases of cargo transportation from loading to delivery, ensuring consistent protection measures and response protocols.													
	Description: This section covers documented security procedures for various incident scenarios, driver protocols and vehicle security measures, shipping documentation and record-keeping requirements, loading and unloading procedures with verification protocols, and en-route monitoring including tracking systems, approved parking locations, and emergency response procedures.													
	5.1 Generic Transport Security Principles													

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.8.1	5.1.1	The LSP/Applicant must have documented procedures in place addressing at a minimum: 1. Protection of HVTT cargo in case of security incidents (high alert) 2. Response to suspicious acts (low alert) 3. Driver illness 4. Vehicle breakdown 5. Strikes 6. Detours 7. Accidents 8. Bad weather 9. Refusal to accept delivery or delivery location is not accessible Note: All of the above shall be applicable during the custody of the freight by the LSP/Applicant or their service partners, subcontractors or intermodal providers.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.10.1	5.1.2	Driver procedures require that vehicle driver's cab doors are locked, and all windows closed during transit unless needed to be opened for operational procedures.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.10.2	5.1.3	Vehicle keys restricted to driver and LSP/Applicant management.	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.25.1	5.1.4	The LSP/Applicant must have documented and implemented procedures in place for the secure management of keys for trucks, padlocks, kingpin locks, and other relevant security equipment. These procedures must include: 1. Key control: a. Designation of authorized personnel responsible for the issuance, retrieval, and storage of keys. b. Procedures for maintaining a log of key issuance and return, including date, time, and purpose. c. Secure storage of keys in designated areas, such as locked cabinets or key safes, when not in use. d. Regular audits to ensure the accuracy of key inventories and identify any discrepancies. 2. Key security measures: a. Use of unique identifiers or coding systems to track and differentiate keys for different vehicles and security devices. b. Implementation of access control measures to restrict access to keys only to authorized personnel. c. Procedures for reporting lost or stolen keys immediately and initiating appropriate security measures, such as rekeying or replacing locks.	①	②	-	N/A	N/A	-	①	②	-	①	②	-

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.25.1	5.1.5	The LSP/Applicant must have documented and implemented procedures in place for the secure management of keys for trucks, padlocks, kingpin locks, etc.	-	-	③	N/A	N/A	③	-	-	③	-	-	③
9.24.1	5.1.6	The LSP/Applicant must have documented and implemented procedures in place for the management and control of trailer/container door seals and locks. These procedures must include: 1. Management and control of trailer/container door seals: a. Guidelines for the application and removal of door seals. b. Procedures for verifying the integrity of seals before and after loading/unloading. c. Documentation of seal numbers and verification of seal integrity during inspections. 2. Management and control of trailer/container door locks, pin locks, and other relevant door security equipment: a. Procedures for securing and verifying the functionality of door locks, pin locks, and other security equipment. b. Regular maintenance and inspection of door locks to ensure proper functioning. c. Documentation of any maintenance or repairs conducted on door locks and security equipment.	①	②	-	N/A	N/A	-	①	②	-	①	②	-

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.24.1	5.1.7	The LSP/Applicant must have documented and implemented procedures in place that includes: 1. The management and control of trailer/container door seals 2. The management and control of trailer/container door locks, pin locks, and other relevant door security equipment where utilized	-	-	③	N/A	N/A	③	-	-	③	-	-	③
9.31.2	5.1.8	Shipping documents must be completed, accurate and legible and shall include as a minimum: 1. Time and date of collection/delivery 2. Driver signature and printed name 3. Signatures of shipping and receiving personnel 4. Shipment details, and any special instructions.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.31.3	5.1.9	The LSP/ Applicant must maintain records of all collections and proof of deliveries, for a period of not less than two years, or follow local regulations if any, whichever is longer , that can be accessed when investigation of loss is required.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.31.5	5.1.10	Shipping documents safeguarded until destruction.	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.33.1	5.1.11	Where Buyer requires, pre-alert process applied to inbound and/or outbound shipments. Pre-alert details must be agreed by Buyer and LSP/Applicant. Suggested details include: 1. Departure time 2. Expected arrival time 3. Trucking company name 4. Driver name 5. Vehicle license plate details 6. Shipment information (piece count, weight, bill- of-lading number, etc.) 7. Trailer/container seal numbers Note: All of the above shall be applicable during the custody of the freight by the LSP/Applicant or their service partners, subcontractors or intermodal providers.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
	5.2 Loading / Unloading													

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.14.14	5.2.1	LSP/Applicant must have detailed and documented protocol in place that includes: 1. Prior to loading: a. Check the battery life of all tracking devices to be utilized b. Complete a function test of all tracking and associated alarm devices to be utilized. c. Record of results 2. When loaded and ready for departure a. Complete a function test of all tracking devices to be utilized excluding cargo doors and any cargo compartment internal alarm sensors/detection devices. b. Record of results	①	-	-	N/A	N/A	-	①	-	-	①	-	-
9.27.1	5.2.2	The LSP/Applicants must document the pre-departure checks that ensure road worthiness of the vehicle in accordance with local regulations. A record of the checks being completed must be made by the driver. For Less-Than-Truckload (LTL) routes involving multiple stops , these checks are required only at first departure of the day. Note: For TSR-1 routes the pre-departure check must include also the integrity of the trailer, the locks and seals. Relative records have to be kept for one (1) month.	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.27.2	5.2.3	Exceptions noted during the pre-departure check must be reported to LSP/Applicant home base and any delay or diversion resulting from the exceptions must be consistent with TSR Standards. Procedures must be part of driver's manual/written instructions.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.27.3	5.2.4	The LSP/Applicant must document procedures to ensure provision of drivers and equipment capable of moving the load to its first scheduled stop without preventable interruption (e.g. fuel, meal stops, planned repairs, regulated driving times, etc.).	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.30.1	5.2.5	The LSP/Applicant must have documented procedures verifying box and pallet counts before loading and after discharge. Documentation verifying these procedures must be retained for not less than two years.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.31.1	5.2.6	All cargo must be verified against shipping documents and manifests to ensure proper marking, weights, counts, and specific handling instructions (as applicable).	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.32.1	5.2.7	Unless prohibited by shipper or receiver policies, the LSP/Applicant policy must document that drivers must be present for loading and unloading to confirm piece count. If shipper or receiver policies prohibit this practice, those policies must be available for audit.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
	5.3 En Route													
9.13.1	5.3.1	For the truck/van tractor, LSP/Applicant must have detailed and documented protocol in place that includes the ability to geofence routes and parking locations.	①	-	-	N/A	N/A	-	①	-	-	①	-	-
9.13.2	5.3.2	For loaded trailers/containers, LSP/Applicant must have detailed and documented protocol in place that includes the ability to geofence routes and parking locations.	①	-	-	N/A	N/A	-	-	-	-	①	-	-
9.13.3	5.3.3	LSP/Applicant must have detailed and documented protocol in place that includes: 1. Tracking the truck/van 2. The ability to geofence routes and parking locations 3. Documented response protocols for handling emergencies	-	②	-	N/A	N/A	-	-	②	-	-	②	-

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.19.3	5.3.4	LSP/Applicant must report Ad Hoc changes to routes and stops or delays due to unexpected events to Buyer, unless Buyer has issued documented instructions not to do so.	①	-	-	N/A	N/A	-	①	-	-	①	-	-
9.21.1	5.3.5	Procedures in place requiring that in normal circumstances, the driver(s) can only leave the vehicle at approved times and locations.	①	-	-	N/A	N/A	-	①	-	-	①	-	-

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.21.2	5.3.6	A detailed and documented protocol must be in place for unscheduled stops e.g. dealing with a medical emergency or an accident/breakdown that includes: - Drivers' procedures: - Notify dispatch - Lock all doors and engage all security devices. - The tracking AMC must be notified - AMC procedures - The truck and/or shipment must be live monitored constantly until it is able to return to transit. - LSP procedures - The LSP/Applicant must have a protocol in place to provide protection for the shipment for an extended unplanned stop. - The LSP/Applicant must notify the Buyer within 24hours of such an incident. Note: All of the above shall be applicable during the custody of the freight by the LSP/Applicant or their service partners, road transport subcontractors.	①	-	-	N/A	N/A	-	①	-	-	①	-	-
9.21.3	5.3.7	A detailed and documented protocol must be in place if the driver must leave truck and trailer. All doors must be locked, and alarms (where fitted) must be activated.	-	②	③	N/A	N/A	③	-	②	③	-	②	③
9.22.1	5.3.8	The driver's manual/instructions must list approved and prohibited parking facilities, stopping places.	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.22.2	5.3.9	Loaded trucks/vans/trailers/containers must not be left unattended unless at a pre-approved (with Buyer) defined secure parking area that has been included in the LSP's risk assessment process.	①	-	-	N/A	N/A	-	①	-	-	①	-	-
9.22.3	5.3.10	Driver must check before and after each stop/rest, the integrity of trailer, locks and seals. Checks to be recorded and kept for one (1) months.	①	-	-	N/A	N/A	-	①	-	-	①	-	-
9.22.4	5.3.11	The LSP/Applicant must have a policy in place to identify and implement the use of secure parking locations for loaded trucks. This shall include but not be limited to: 1. Decision process for which parking locations to use. 2. A current list of approved parking locations. 3. Actions to take when an approved parking location is not available. 4. A list of any prohibited parking options or actions.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.23.1	5.3.12	No unauthorized parties allowed in truck or trailer. The LSP/Applicant must have policies and procedures in place to prevent unauthorized parties from being present in truck or trailer (i.e. hitchhikers, friends, non-driving relatives, children, etc.).	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
		6. Incident Reporting and Investigation Procedures												
		Intent: To establish mandatory incident notification timelines, comprehensive investigation protocols, and law enforcement coordination procedures to ensure effective response to security incidents and freight losses.												
		Description: This section covers immediate incident notification requirements and detailed investigation reporting timelines, written loss investigation policies including buyer notification procedures and information sharing protocols, law enforcement coordination requirements with critical contact lists and reporting procedures, and manufacturer investigation support obligations.												
		6.1 Investigation Report and LEA contacts												

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.3.1	6.1.1	The LSP / Applicant must document a written and implemented policy, which is shared with Buyers, to ensure that all freight losses are investigated. This shall include but not be limited to: 1. Notifying the Buyer of suspected or known thefts within 24 hours 2. An investigation process will be initiated by the LSP/Applicant in routine loss investigations. (a flow chart is a best practice) 3. Detailing the type of information that can and cannot be shared with a Buyer 4. The LSP should, as a best practice notify Law Enforcement immediately of any incidents of loss, injury/assault, or malicious damage by submitting an official report. Note: All of the above shall be applicable regardless of the loss incident being while the freight was under control of the LSP/Applicant or their service partners, sub-contractors or intermodal providers. Furthermore, a real or anonymous report to the TAPA incident database would be highly appreciated.	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.3.2	6.1.2	The LSP/Applicant must maintain a list of law enforcement agencies (LEA) contacts within its routes. A documented procedure must also be in place on how to contact and coordinate with law enforcement when a theft event occurs. The list and procedure must be available for both its main office and for drivers.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
7. Personnel Security and Workforce Management														
	Intent: To establish comprehensive personnel security standards covering hiring, training, termination, and re-hiring processes to ensure workforce integrity and security awareness throughout the organization.													
	Description: This section covers hiring and screening procedures including criminal history and employment verification for all personnel and contractors, mandatory security training programs for drivers and information handlers with periodic renewal requirements, termination procedures for asset recovery and system access revocation, and re-hiring protocols with documented review processes for previously terminated or rejected personnel.													
	7.1 Hiring													
9.9.1	7.1.1	The LSP/Applicant must have a screening / vetting / background process that includes at a minimum, 5 years past employment and criminal history checks. Screening / vetting applies to all applicants, including employees and contractors. The LSP/Applicant will also have agreed contractually an equivalent process be applied at contracting companies supplying TAS workers.	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.9.2	7.1.2	TAS worker is required to sign declaration that they have no current criminal convictions and will comply with LSP/Applicant security procedures.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.9.4	7.1.3	Procedure for dealing with LSP/Applicant /workforce's false declaration pre & post hiring.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.9.7	7.1.4	Current workforce (LSPs, subcontracted) records available for LSP's validation against Workforce Integrity procedures. Examples of these records may include training status, duration of employment, etc.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
	7.2 Training													
9.26.1	7.2.1	The LSP/Applicant to provide training on collection and delivery procedures that includes deception and fraud detection and prevention for drivers / co-drivers.	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Trucking Security Requirements

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.29.1	7.2.2	Security Threat Awareness training program conducted with drivers and documented in driver records. This training, as a minimum, shall include: 1. Threat awareness 2. Robbery response 3. Vehicle checking 4. Recognition of developing threats 5. Selection and use of secure parking 6. Appropriate responses to threatening events 7. Communication with police and management. 8. This training must be provided before driving a load of HVTT goods and thereafter every two (2) years Note: All of the above shall be applicable during the custody of the freight by the LSP/Applicant or their service partners, subcontractors or intermodal providers.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.31.6	7.2.3	Information (shipping documentation) security awareness training provided to workforce having access to information.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
	7.3 Terminating													

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.9.5	7.3.1	Procedures for recovering physical assets, deactivate network accounts, and delete/change passwords from terminated workforce to include as a minimum: 1. Company IDs 2. Access badges 3. Keys 4. Equipment and clothing 5. Sensitive information <i>The LSP will use a checklist for the termination of employment.</i> <i>Note: It is recommended that the checklist includes a list of all recovered physical assets. Records of checklists to be kept for a period of at least 5 years (or according to local legislation).</i>	①	②	③	N/A	N/A	③	①	②	③	①	②	③
9.9.6	7.3.2	Protect Buyer's data: Terminate access to physical or electronic systems that contain Buyer's data (inventory or schedules). Documented procedure required.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
	7.4 Re-hiring													

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.9.8	7.4.1	Re-hiring: Procedures are in place to prevent LSP/Applicant from re-hiring workforce if denial / termination criteria are still valid. Note: Records are reviewed prior to re-hiring (Ex: background of previously terminated personnel or – rejected applicants (previously denied employment).	①	②	③	N/A	N/A	③	①	②	③	①	②	③
8. Vehicle Maintenance and Security Systems Management														
		Intent: To establish mandatory maintenance programs and testing protocols for vehicles and security systems to ensure operational reliability and security effectiveness throughout the fleet.												
		Description: This section covers vehicle maintenance programs following manufacturer specifications, security systems maintenance and testing procedures with defined review intervals for tracking devices and alarm systems, navigation system software update requirements, and vehicle register self-assessment protocols with documented evidence retention and third-party audit provisions.												
		8.1 Vehicle Maintenance												
9.20.1	8.1.1	The LSP/Applicant must document vehicle maintenance programs in accordance with manufacturer's specifications.	①	②	③	N/A	N/A	③	①	②	③	①	②	③

Old Req. No	Req. No	Requirement / Control	Hard sided Truck & Trailer 			Soft sided Truck & Trailer 			Rigid Vans/ Fixed Body Trucks 			Sea Container Road Transport 		
			①	②	③	①	②	③	①	②	③	①	②	③
9.35.1	8.1.2	The LSP/Applicant must have documented evidence that all subsequent self-assessments by the LSP/Applicant (fixed or rolling program – covering all vehicles in the TSR Vehicle Register) are self-re-assessed at least once every 12 months by the LSP/Applicant and associated records retained for audit purposes.	①	②	③	N/A	N/A	③	①	②	③	①	②	③
	8.2 Security Systems Maintenance and Testing													
9.15.3	8.2.1	Procedures for tracking, local alarm response, and maintenance must be established, tested, and reviewed at least every six months. Procedures must include that any issues or malfunctions must be promptly addressed and documented.	①	②	-	N/A	N/A	-	①	②	-	①	②	-
9.16.3	8.2.2	Unauthorized door opening to cargo compartment procedures in place, tested and reviewed at least every 12 months.	①	-	-	N/A	N/A	-	①	-	-	①	-	-
9.18.2	8.2.3	The navigation system must have the latest available software version installed and in use.	①	②	③	N/A	N/A	③	①	②	③	①	②	③

8.0 Enhanced Options

Section	Enhanced Option A - Monitoring
A	Mandatory Requirements
A.1	Alarm Monitoring Center Roles, Responsibilities and Capabilities
A.1.1	The Alarm monitoring center (AMC) must be adequate for its intended purpose and be pre-approved for use by the LSP/ Applicant or Buyer. 1. AMC is approved and registered as a lawful business operation as required by local country requirements. * 2. AMC shall have the appropriate licenses to operate as an alarm monitoring/ receiving center. Notes: a. *The LSP/ Applicant can utilize an external AMC (contracted) or an internal AMC (own staff). However, all requirements are applicable to external or internal managed AMC operations. Exceptions to this requirement need the approval of TAPA as per the standard waiver process. LSP's/ Applicant's and their customer's support for the waiver must be submitted with the waiver. b. Where more than 1 AMC is required to be involved in alarm monitoring and event response, the secondary AMC must have a contract in place with the primary AMC be included in the certification and meet the monitoring enhancement requirements. The appropriate AMCs should test their coordinated activation and response procedures at least annually.
A.1.2	AMC must be a permanent facility and of strong construction. 1. AMC must be adequately protected with physical security measures in place (access control, door locking, intruder alarms, CCTV, badge and visitor procedures) to protect employees, information and operations from any negative external natural or man-made influence, including a criminal attack. 2. AMC to have a minimum of one duress alarm button installed in monitoring room, connected to reliable external security company or LEA. Escalation procedure includes immediate call of security company/ LEA and password / duress code for monitoring staff. Process to be documented and tested every three months. 3. The AMC will have robust and reliable connections to water and electrical power.

Section	Enhanced Option A - Monitoring
A	Mandatory Requirements
A.1.3	The location and operation of the AMC is to be risk assessed at least annually. 1. The risk assessment is to be documented and reviewed by AMC management. 2. The risk assessment shall include an evaluation of countermeasures, action plans, crisis management and business continuity plans for all identified risks and emergencies.
A.1.4	The AMC must have adequate procedures to safeguard its staff and ability to maintain operations. 1. Operation of the AMC shall be governed by site operating procedures that require annual review and updating as appropriate. 2. Escalation procedures for activation of duress alarm implemented and includes immediate contact with external security company and/ or LEA. Password and/ or duress code for monitoring staff feature enabled. Process to be documented and tested every three months. 3. A system of tests of vehicle monitoring alarms to evaluate strengths and weaknesses in the management of alarms and systems shall be completed at least twice each year. 4. A documented maintenance plan for all critical systems. 5. The roles and responsibilities of the AMC monitoring operators shall not be diluted by adding non-AMC related duties. 6. Management and staffing levels must be assessed as adequate to perform the required roles and responsibilities.
A.1.5	Documented AMC staff training program in place and records of training in place. Must cover: 1. New hire orientation training 2. Technical system functionality training 3. Annual schedule of training and retraining requirements of all relevant emergency and standard operating procedures 4. Protocols for communications with LSP/ Applicant 5. Confidentiality of data and protecting intellectual property
A.1.6	Own and agency staff vetting procedures to include checks on employment history, gaps in employment, criminal convictions, job terminations in similar/ same industry, job related qualifications (within constraints of local law).

Section	Enhanced Option A - Monitoring
A	Mandatory Requirements
A.1.7	AMC has robust vehicle pre-departure procedures. 1. Ensure adequate system checks are performed to validate signaling and monitoring devices are in working order. 2. Procedures in place for dealing with faults and notification to appropriate own/ LSP/ Applicant management. Note: Communication checks with drivers and their escorts if present are advised

A.1.8	The AMC must have procedures in place to ensure alarm activation events are processed timely and effectively 1. Able to timely respond to multiple events simultaneously. 2. Events must be categorized and target time to respond set for each category. Highest priority alarms must be responded to within 2 minutes of activation. 3. AMC has response protocols to monitor of all required vehicles, sensors and alarms as required by the LSP/ Applicant. A record of alarm activations and GPS alert signals received, and the actions taken must be recorded. 4. If AMC or LSP/ Applicant provided vehicle monitoring systems are used, the AMC must have unique identifiable access for secure login. 5. Procedures and contact details in place to escalate vehicle alarms to the appropriate responders. These must include: a. The vehicle driver b. National and/ or local LEA Also, where provided and applicable c. AMC central or local resources d. AMC contracted service partners e. Vehicle escort provider f. LSP central or local resources 6. AMC to have access to contact details of appropriate LEA in every country and for every leg along the route (not only generic emergency number of countries) and intervention partners capable to support in any type of emergency. 7. A daily review of monitoring quality, alarm receiving, and escalation protocols is performed and recorded. 8. Any system faults or deficiencies must be recorded, and evidence of correction recorded. 9. Any operational errors or failure to follow procedure must be explained, a record of the event maintained, and any corrective actions taken. 10. Alarm management KPIs and statistics to be available for audit by AMC management and pre-authorized LSPs/ Applicants. 11. All historical data for route alarms and actions taken must be available for at least 30 days. Notes: a. A system to classify all alarms should be in place. Highest priority being any life/ injury threatening alarms. b. The alarm state must be escalated or de-escalated as appropriate. c. Procedures to contact the driver during an alarm event must be in place. d. Code words or phrases to validate the driver's situation may be required but must not put the driver's safety at risk.
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Section	Enhanced Option A - Monitoring
A	Mandatory Requirements
A.1.9	AMC procedures shall ensure the capability to handle communication in multiple languages: 1. Capability to talk to vehicle drivers and/ or emergency services in a language that is mutually spoken or through an interpreter or an effective mechanism/ device. 2. AMC language communication options must be available for the routes of the vehicles being monitored. 3. AMC language communication options must be clearly described in an appropriate procedure or protocol. Must include an exception process when mutual language communications are not possible.
A.1.10	AMC uses unique identification and tracking capability for each vehicle.
A.1.11	AMC will track location of vehicles in real time or at intervals that have been pre-agreed with the LSP. Note: Process to ensure LSP/ Applicant requirements are implemented and maintained to be in place
A.1.12	AMC documented procedures for receiving and responding to vehicle monitored devices shall be in place. These must include: 1. Driver cabin intrusion alarm 2. Fixed and mobile duress alarm 3. Unauthorized Stop 4. Where trailer utilized. Disconnection of the Trailer 5. Unauthorized cargo compartment door opening 6. Route deviation (geofencing alarm) 7. Voice communication loss 8. Tracking signal loss 9. Tracking device tampering 10. Battery status alarm
A.1.13	The AMC shall be able to demonstrate that it can adequately deal with the LSP's/ Applicant's and/ or their clients customized requirements for monitoring, responding and notification to alarm activations. Note: It is sufficient for the AMC to provide examples of customized plans to support conformance to this requirement.

Section	Enhanced Option A - Monitoring
A	Mandatory Requirements
A.1.14	The AMC shall maintain listing of locations where the AMC has the capability to provide a local response team to attend an incident in addition to an LEA response or where LEA cannot respond. The incident response capability will be documented in AMC procedures. Locations not listed will be deemed to not have a local response team capability.
A.1.15	AMC has a credible business resilience and continuity plans in place that ensures: 1. AMC has completed a risk assessment and produced a report that addresses business continuity plans to cover a range of emergencies. These shall include but not be limited to fire, flood, denied access to the AMC, cyber-attack. 2. Local battery backup systems in place that shall be sufficient to power critical AMC monitoring and communication equipment for at least 10 mins. 3. AMC has measures in place to ensure uninterrupted power supply to servers and monitoring equipment. Site standby power supply shall be by a generator or generators supported by an UPS according to EN 62040-1 or an equivalent standard. The generators shall be provided with a fuel supply on site sufficient to operate the generator for at least 24 hours. 4. Procedure in place to ensure the AMC can defend against a cyber-attack on its critical data systems. Actions to recover systems identified in the event of a successful cyber-attack.
A.2	LSP/ Applicant Roles and Responsibilities
A.2.1	A formal agreement between the LSP/ Applicant and the AMC must be in place. The agreement must include references to: 1. An overview of the LSP's/ Applicant's operational needs. 2. AMC and LSP/ Applicant service levels 3. A list of procedures or protocols to be covered in the agreement. 4. Information/ data that must be or cannot be shared. 5. LSP/ Applicant authority to conduct audits of the AMC operations. 6. AMC permitted communications with LSP/ Applicant, LSP's/ Applicant's clients and LSP's/ Applicant's service partners.
A.2.2	A process to review and make timely changes to the formal agreement between the LSP/ Applicant and the AMC must be in place. This must cover: 1. How to implement small operational corrections to the business requirements. 2. Identifying and implementing major changes to the business requirements due to operational need or risk driven events and threats.

Section	Enhanced Option A - Monitoring
A	Mandatory Requirements
A.2.3	The driver shall have documented procedures available and provided by the LSP/ Applicant. Requiring: 1. Vehicle cargo compartment door alarms activated and working. 2. Immediately prior to loading, all installed tracking devices activated and working. 3. All alarm events that the driver must recognize and respond to. These must include: a. Driver cabin intrusion alarm b. Fixed and mobile duress alarm c. Unauthorized Stop d. Where trailer utilized. Disconnection of the Trailer e. Unauthorized cargo compartment door opening f. Route deviation (geofencing alarm) g. Voice communication Loss h. Tracking signal loss i. Tracking device tampering j. Battery status alarm
A.2.4	LSP/ Applicant shall provide specific route details and information that the AMC must monitor for compliance. These shall include. 1. Detailed or general route plans. 2. Driver name and contact details. 3. Any authorized parking areas for overnight or rest stops. 4. Vehicle details (incl. License Plate No.). 5. Expected time of loading/ departure. 6. Expected time of arrival/ unloading. Note: A process to provide this information shall be documented and available for inspection if required.

Section	Enhanced Option B – Locking Systems	Hard sided Truck & Trailer 	Soft sided Truck & Trailer 	Rigid Vans/ Fixed Body Trucks 	Sea Container Road Transport 
B	Mandatory Requirements				
B.1	Internal or protected door hinges on cargo compartment doors.	☒	N/A	☒	N/A
B.2	Cargo compartment doors cannot be opened independently; first door must hold the second door in place.	☒	N/A	☒	N/A
B.3	Cargo compartment fitted with internal rear door lock-down system, operated remotely.	☒	N/A	☒	N/A

Section	Enhanced Option C - Rail Transfer / Tracking
C	Mandatory Requirements
C.1	Risk Assessment
C.1.1	The LSP/ Applicant must complete risk assessments of the departure and arrival rail terminals to be used. Security threats are to be identified and the LSP/ Applicant and/ or Rail Terminal Operator(s) mitigation actions to minimize threats that could result in freight loss must be recorded. The risk assessment shall include as a minimum: 1. The Risk Assessment process must be documented and require LSP/ Applicant management to make informed decisions about any vulnerabilities and if mitigation is sufficient. 2. Must be conducted/ updated at least annually. 3. Assessment of common threats shall include: a. Theft of cargo, containers or vehicles. b. Theft or duplication of information that could be useful for a deception event. c. Unauthorized access to terminal facilities and external areas. d. Cargo tampering. e. Effectiveness of Security systems. f. Procedures to deter/ prevent fictitious pickups of cargo g. Security continuity during workforce shortages or natural disasters, etc. Note: This information shall be available to the Buyer if requested.
C.2	HVTT Procedures
C.2.1	LSP/ Applicant and Rail Terminal Operator(s) will have a formal agreement in place for handling any FTL vehicles, trailers or containers declared to the Rail Terminal Operator by the LSP/ Applicant as "HVTT or vulnerable loads".

Section	Enhanced Option C - Rail Transfer / Tracking
C	Mandatory Requirements
C.2.2	LSP/ Applicant will agree, document and implement operating procedures with the Rail Terminal Operator(s). These will include: 1. Departing terminal handover (LSP/ Applicant) a. Vehicle/ trailer/ Container checks on arrival at the terminal. b. Integrity checks – Seals and locks intact, no evidence of tampering. 2. Documentation correct and signed c. Pre-departure checks (Rail Terminal Operator). d. Safe storage and monitoring prior to placement on train. e. Integrity checks – Seals and locks intact, no evidence of tampering. 3. Rail in-transit procedures (Rail Terminal Operator) f. Procedure in place to communicate lengthy delays and diversions to LSP/ Applicant. g. Mitigation options defined in case of security incidents, train operator's staff shortage/ illness, train breakdown, strikes, accidents, bad weather. h. Vehicle/ trailer/ Container checks on arrival at the terminal. i. Integrity checks – Seals and locks intact, no evidence of tampering. 4. Arriving terminal checks and handover (LSP/ Applicant) j. Vehicle/ trailer/ Container checks on arrival at the terminal. k. Integrity checks – Seals and locks intact, no evidence of tampering. l. Documentation correct and signed. m. Pre-alert process to next destination defined and in place. 5. The LSP/ Applicant will have a procedure agreed with the Rail Terminal Operator for communicating emergencies and escalation of events. This procedure must be in operation 24/7. 6. The LSP/ Applicant will ensure training procedures are in place and adequate to cover the roles and responsibilities of LSP's/ Applicant's own operation. 7. The LSP/ Applicant will ensure the Rail Terminal Operator's own training procedures are in place and sufficient to cover the roles and responsibilities of the Rail Terminal Operator(s) own operation.
C.3	Investigations

Section	Enhanced Option C - Rail Transfer / Tracking
C	Mandatory Requirements
C.3.1	The LSP/ Applicant shall have an agreement with the Rail Terminal Operator on the minimal level of cooperation and information sharing that will be required between LSP and the Rail Terminal Operator. This shall include, but not be limited to: 1. Time limits for Rail Terminal Operator to report missing or lost freight to the LSP. 2. Known details of loss and investigation status are provided in a first alert. (location, modus operandi, investigations status and where engaged, details of LEA response. 3. Mutual decision-making process for closing freight loss incident as resolved or unresolved. Note: Details of this agreement must be provided to the Buyer if requested.
C.4	Use of Tracking Equipment
C.4.1	Where LSP/ Applicant or Rail Terminal Operator's electronic tracking systems are required and used to track the LSP's/ Applicant's vehicle, trailer or container during transport by rail or storage within the rail terminal a procedure to cover monitoring and response actions must be agreed between the LSP/ Applicant and the Rail Terminal Operator. Note: Details of this agreement must be provided to the Buyer if requested.

Section	Enhanced Option D - Security Escorts
D	Mandatory Requirements
D.1	Escort Company Service Levels
D.1.1	A formal agreement between the LSP/ Applicant and the Escort provider must be in place. The agreement must include references to: 1. An overview of the LSP's/ Applicant's operational needs. 2. Escort providers and LSP/ Applicant service levels. 3. A list of procedures or protocols to be covered in the agreement. 4. Information/ data that must be or cannot be shared. 5. LSP/ Applicant authority to conduct audits of the Escort provider's operations. 6. Escort provider's permitted communications with LSP/ Applicant, LSP's/ Applicant's clients and LSP's/ Applicant's service partners.
D.1.2	A trained and recognized internal resource or external security company must be utilized for escort of road transport vehicles. Note: Where external, this service must be carried out by a professional organization with relevant certification from local Security Guarding and/ or national authorities.
D.1.3	An escort service must be available to the LSP/ Applicant. Documented procedures to be available and readily implemented to use will include: - 1. Escort vehicles must be: a. Well maintained as per manufacturer's and regulatory requirements. b. Fully fueled and have completed detailed pre-departure checks before being approved to accompany the transportation vehicle. c. Have a one push and/ or voice activated duress alarm device fitted to the vehicle. A portable device with the same functionality and purpose carried by security personnel, linked to home base/ AMC is an acceptable alternative. d. Real time voice communication available with the transportation vehicle's driver, the escort company home base and the third-party AMC (where tracking/ monitoring equipment is installed on vehicles to be escorted).
D.1.4	An overt and/ or covert escort service must be available to the LSP/ Applicant. Overt escort vehicles will have appropriate markings indicating they are a private security vehicle. Covert escort vehicles will have no visible markings.
D.2	Escort Personnel

Section	Enhanced Option D - Security Escorts
D	Mandatory Requirements
D.2.1	Escort personnel must be professionally trained and competent. The minimum requirements include: 1. While on assignment wearing the standard uniform of the escort provider and/ or high visibility vests so they are readily identifiable as security personnel. 2. Carry official company and personal ID to satisfy enquiries from LEA or other regulatory authorities. 3. Passed an employment and/ or aptitude test ensuring their suitability for the intended role and the ability to perform all required duties. 4. Having training and retraining records on all aspects of the role being performed covering: Emergency response, security escort patrol protocols, alarm/ fault response, communication with law enforcement agencies and management. 5. Hiring process requires vetting/ screening/ background check.
D.3	Escort Company Procedures
D.3.1	A process to review and make timely changes to the formal agreement between the LSP/ Applicant and the Escort Provider must be in place. This must cover: 1. How to implement small operational corrections to the business requirements 2. Identifying and implementing major changes to the business requirements due to operational need or risk driven events and threats.
D.3.2	The carrying of firearms is permissible only when all the following conditions are met and when a robust policy covering these conditions is available and in place. 1. Local laws allow the carrying of firearms and the escort resource is fully compliant to all regulatory requirements. 2. Evidence available indicating cargo owners and LSP/ Applicant agree to the escorts carrying firearms. 3. Escort company has a risk assessment promoting the need to carry firearms and the conditions when they can or cannot be used. 4. All escort company personnel involved in the procurement, maintenance, storage, staff training and carrying of firearms meet the local legal and regulatory requirements. Evidence of this to be provided to the Authorized Auditor.

Section	Enhanced Option E - IT and Cyber Security Threat
E	Mandatory Requirements
E.1	The LSP/ Applicant must have security policies for IT and cyber threat. The policies can be documented in separate or a combined document. The policies must explain: - 1. The actions of the LSP/ Applicant to identify and to threats. 2. The policies and procedures in place to protect, detect, test, and respond to security events. 3. The methods for the recovery of IT systems and/ or data. 4. The communications protocol to Buyers/ Clients to mitigate supply chain impact within 24 hours of knowledge of incident. 5. How the policies are reviewed annually and updated as appropriate.
E.2	The LSP/ Applicant must have a training program providing information security awareness training to employees. This training must: - 1. Cover the roles and responsibilities that computer users have in maintaining security and the associated benefits. 2. Have a system in place that ensures records of persons receiving training are maintained and retained for a minimum of 2 years.
E.3	The LSP/ Applicant must have a written policy in place for ensuring Cyber Security measures are in place with subcontractors and / or vendors that ensure: 1. LSP's/ Applicant's Cyber Security requirements are communicated to subcontractors and / or vendors and embedded in agreements. 2. Where subcontractors and / or vendors do not recognize or refuse to adopt LSP's/ Applicant's Cyber Security requirements, measures are documented and in place that mitigate the risks to the LSP's/ Applicant's Cyber Security requirements and their customers.
E.4	The LSP/ Applicant must have a plan in place for Power Interruption Mitigation that maintains power for at least 48 hours for critical IT systems, i.e., power supply or backup generator.
E.5	LSP's/ Applicant's Information Systems must have licensed anti-virus and anti-malware software installed. The anti-virus and anti-malware software must contain the latest updates.
E.6	LSP/ Applicant must have appropriate I.T. Disaster Recovery Plan (DRP) for recovering from compromised system attacks, including but not limited to, all necessary data and software back-up and recovery arrangements.

Section	Enhanced Option E - IT and Cyber Security Threat
E	Mandatory Requirements
E.7	LSP's/ Applicant's Information Systems must be backed up. Such backups must be tested routinely, and backup data must be encrypted and transferred to a secondary, off-site location.
E.8	LSP/ Applicant must implement a policy for all user accounts to manage and control access to Information Systems by using unique individual identifiers and strong passwords. Procedures in place to ensure: 1. Password compliance audit program in place. 2. An initial unique password must be assigned to each new account at the time of creation. 3. Initial passwords cannot contain the user's name, identification number or otherwise follow a standard pattern based on user information. 4. Passwords will be communicated to users in a secure manner, and only after validating the identity of the user. 5. Users must be required to change passwords on initial login. 6. Passwords must be changed at least every 90 days.

Section	Enhanced Option F - Cargo Compartment Alarm Devices	Hard sided Truck & Trailer 	Soft sided Truck & Trailer 	Rigid Vans/ Fixed Body Trucks 	Sea Container Road Transport 
F	Mandatory Requirements				
F.1	The cargo compartment is properly equipped/ protected to detect a breach of the cargo compartment through the side walls, roof, front, and back. Such technology must include alarm loops or integrated netting. Note: it is recommended to have alarm loops with max. dimensions of 30x30cm.	☒	N/A	☒	N/A
F.2	The cargo compartment tracking device or the vehicle tracking/ telematic system(s) must be able to send/ transmit any cargo compartment breach alarm in real time to the monitoring center (AMC).	☒	N/A	☒	N/A
F.3	Documented response protocols for cargo compartment breach alarm in place, updated and tested at least every six months.	☒	N/A	☒	N/A
F.4	Training of drivers and AMC personnel on application of related response protocols. This training must be provided before driving a load of HVTT goods and thereafter every two (2) years.	☒	N/A	☒	N/A

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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.