TSR — List of Changes — 2014 v 2017

TAPA TSR 2014					TAPA TSR 2017				
2014 Sections / Requirement #s	1	2	3	Requirement	2017 Sections / Requirement #s	1	2	3	Description of Change / New Requirement
POLICY AND PROTOCOLS LEVEL					**Policies and Procedures**				Changed 'Protocols' to 'Procedures' for continuity throughout the document
SECTION A				'MANAGEMENT SUPPORT AND RESPONSIBILITIES' PROTOCOLS	**SECTION A**				'MANAGEMENT SUPPORT AND RESPONSIBILITIES' PROTOCOLS
A.1				Security Management	A.1				No changes /Security Management
A.1	✓	✓	✓	The LSP (Logistics Service Provider) must have a formally appointed person responsible for supply chain security who is also responsible for monitoring the TSR programme.	A.1	✓	✓	✓	No changes
A.2				Security Policy	A.2				No changes / Security Policy
A.2	✓	✓	✓	The LSP must have a written corporate supply chain security policy	A.2	✓	✓	✓	No changes
A.3				Security Procedures	A.3				No changes / Security Procedures
A.3	✓	✓	✓	Specific procedures for the handling of high value theft targeted (HVTT)	A.3	✓	✓	✓	No changes
A.4				Sub contracting	A.4				No changes / Sub contracting
A.4	✓	✓	✓	The specific HVTT and TSR procedures are also applicable to the LSP's	A.4	✓	✓	✓	No changes
A.5				Investigations	A.5				No changes / Investigations
A.5	✓	✓	✓	The LSP must document a written and implemented policy, which is	A.5	✓	✓	✓	No changes
A.6				LEA contacts	A.6				No changes / LEA contacts
A.6	✓	✓	✓	The LSP must maintain a listing of critical law enforcement (LEA) contacts	A.6	✓	✓	✓	No changes
A.7				Collection and Delivery Records	A.7				No changes / Collection and Delivery Records
A.7	✓	✓	✓	The LSP must maintain records of all collections and proof of deliveries,	A.7	✓	✓	✓	No changes
A.8				Risk Analyses	A.8				No changes / Risk Analyses
A.8	✓	✓	✓	The LSP must have a programme in place to perform security risk	A.8	✓	✓	✓	No changes
A.9				Secure locations to park	A.9				No changes / Secure locations to park
A.9	✓	✓	✓	The LSP must have a policy in place to identify and implement the use of secure locations for parking as specified in TSR 1, 2 and 3	A.9	✓	✓	✓	Added "...secure parking locations for loaded trucks, ..." to distinguish the parking of empty trucks from the parking of loaded trucks / The LSP must have a policy in place to identify and implement the use of secure parking locations for loaded trucks, as specified in TSR Levels 1, 2 and 3
SECTION B				VETTING AND TERMINATION PROTOCOLS	**SECTION E**				Added "as allowed by local law" to section header for clarification AND specified 'applicable for TSR Certification and TTSP Recognition" to avoid duplication of requirements and to streamline the standard / Workforce Integrity: Screening/Ventting/Background Checks (As allowed by local law.) Applicable for TSR Certification and TTSP Recognition
B.1				Screening/vetting own employees	E.1				Numbering change only / Screening/vetting own employees
	✓	✓	✓	Applicants required to disclose previous employment history, gaps in employment, criminal convictions, job terminations in similar/same industry, job related qualifications. (within constraints of local law)	E.1	✓	✓	✓	Removed "(within contraints of local law)" to streamline since already stated in section header AND integrated 'Guidance Note' into requirement for clarification / Applicants are required to disclose previous employment history, gaps in employment, criminal convictions, job terminations in similar/same industry, and job related qualifications Note: Minimum vetting period of 5 years (as allowed by local law).
	✓	✓	✓	Procedure for dealing with applicant/employee's false declaration pre & post hiring.	E.1	✓	✓	✓	Added "must include actions to be taken if applicant/employee's supplied information is determined to be false, ..." for clarification / The procedure must include actions to be taken if the applicant/employee's supplied information is determined to be false, either pre & post hiring.
	✓	✓	✓	The procedure must identify the person / resources responsible for conducting the vetting / screening process, which includes, but is not limited to, criminal history and employment checks and verification of information provided by the applicant.	E.1	✓	✓	✓	Changed "the person" to "the role" for clarification and consistency / The procedure must identify the role / resources responsible for conducting the vetting / screening process, which includes, but is not limited to, criminal history, employment checks and verification of applicant provided information.
	✓	✓	✓	Denial criteria must be documented. Procedures shall be within constraints of local law		✓	✓	✓	Removed due to variances and significant restrictions in regards to denial critieria in several Countries with certified companies
B.2				Screening/vetting (TAS) Temporary Agency Staff	E.2				Numbering change only / Screening/vetting (TAS) Temporary Agency Staff
	✓	✓	✓	The LSP will have agreements in place to have the required vetting/ screening information supplied by the agency and/or subcontractor providing TAS workers, or shall conduct such screening themselves. The vetting/ screening must cover criminal history and employment checks of each TAS worker.	E.2	✓	✓	✓	Added 'Guidance Note' specification of 5 year period for clarification / The LSP will assure the required vetting/ screening information is obtained from the employment agency and/or subcontractor providing TAS workers, or by conducting the screening themselves. The vetting/ screening must cover criminal history and employment checks of each TAS worker. Note: Minimum vetting period of 5 years (as allowed by local law).

	✓	✓	✓	TAS worker required to sign declaration that they have no current criminal convictions or pending cases and will comply with the LSP's security procedures	E.2	✓	✓	✓	Added "or previous" criminal convictions to strengthen the requirement / TAS workers are required to sign declaration that they have no current or previous criminal convictions or pending cases and will comply with the LSP's security procedures
	✓	✓	✓	Procedure for dealing with TAS worker's false declaration.	E.2	✓	✓	✓	Reworded for clarification / The procedure must address any false declarations given by TAS workers.
	✓	✓	✓	TAS worker denial criteria documented. Procedures shall be within constraints of local law		✓	✓	✓	Removed due to variances and significant restrictions in regards to denial critieria in several Countries with certified companies
B.3				Termination of Workforce					Number Removed from Subsection Header AND 'Guidance Note' added to header / Termination of Workforce Note: Termination includes both voluntary and involuntary separations - terminated and resiged members of workforce.
	✓	✓	✓	The LSP has robust documented procedures in place for termination of workforce. Termination procedures for workforce to include return of ID's, access cards, keys and other sensitive information and/or equipment.	E.3	✓	✓	✓	Updated wording to align with FSR and streamline the requirement / Recover physical assets from terminated workforce to include return of ID's, access cards, keys and other sensitive information and/or equipment.
B.4				Protection of Buyer's data and records	E.4				Removed as sub-section header and added to E.4 requirement
	✓	✓	✓	Procedures are in place to prevent terminated workforce from having access to Buyer's data and records.	E.4	✓	✓	✓	Sub-section header integrated into requirement / Protect Buyer's data : Procedures are in place to prevent terminated workforce from having access to Buyer's data and records.
					E.5	✓	✓	✓	Added checklist requirement to align with FSR and to strengthen the standard / Workforce checklist in place for verification
B.5				Procedures for re-hiring of Workforce					Number removed from sub-section header / Procedures for re-hiring of Workforce
	✓	✓	✓	Procedures are in place to prevent LSP from re-hiring any person if denial/termination criteria are still valid.	E.6	✓	✓	✓	Guidance Note' integrated into the requirement / Procedures are in place to prevent LSP from re-hiring any person 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).
B.6				Timing of Protocols					
	✓	✓	✓	Hiring and termination procedures are audited, at least annually, and gaps addressed.		✓	✓	✓	no changes
SECTION C				TRAINING PROTOCOLS	SECTION B				Numbering change only / TRAINING PROTOCOLS
C.1				Security Training	B.1				Removed number from sub-section header / Security Training
C.1	✓	✓	✓	The LSP must have a programme in place to train their workforce in security which, as a minimum, shall include threat awareness, robbery response, vehicle checking, recognition of developing threats, use of secure parking, appropriate responses to threatening events and communication with police and management	B.1	✓	✓	✓	Added 'the training must occur every 2 years' for clarity and to strengthen the requirement / The LSP must have a programme in place to train their workforce in security which, at a minimum, shall include threat awareness, robbery response, vehicle checking, recognition of developing threats, use of secure parking, appropriate responses to threatening events, and communication with police and management. The training must occur every 2 years
C.2				Monitoring Centre Staff Training					Removed number from sub-section header / Monitoring Center Staff Training
	✓	✓	✓	The LSP must have a programme in place for staff to include training, appropriate use of tracking devices and other security equipment, and alarm protocols as mentioned in section D	B.2	✓	✓	✓	Integrated the 'OR' option into one requirement to streamline / The LSP must have a programme in place for staff to include training, appropriate use of tracking devices and other security equipment, and alarm protocols as mentioned in section C OR have a contract in place with a recognized service provider requiring same.
				OR					
	✓	✓	✓	have a contract in place with a recognized service provider requiring same	B.2	✓	✓	✓	Integrated into one B.2. requirement to streamline.
SECTION D	Lev	Leve	Leve	TRACKING AND TRACING PROTOCOLS	SECTION C				Numbering change only / TRACKING AND TRACING PROTOCOLS
D.1				Response to alerts and systems failure					Removed number on sub-section header / Response to alerts and systems failure
	✓	✓	✓	Response protocols for alerts must be reviewed at least annually and contact details kept current. Protocols must include specific responses, including protocols for responding to tracking system failure	C.1	✓	✓	✓	Numbering change only
D.2				Response protocols					Removed number on sub-setion header / Response protocols
	✓	✓	✓	Response protocols must include communications with law enforcement,	C.2	✓	✓	✓	Numbering change only
SECTION E		Leve	Leve	ON ROUTE PROTOCOLS	SECTION D		Lev	Lev	ON ROUTE PROTOCOLS
E.1				Escalation procedures					Removed number from sub-section header / Escalation procedures
	✓	✓	✓	The LSP must have documented procedures in place to protect HVTT	D.1	✓	✓	✓	Numbering change only
PRACTICE LEVEL					Practices				
SECTION 1				1 PHYSICAL SECURITY	SECTION 1				1 PHYSICAL SECURITY
1.1				Truck Security	1.1				No changes / Truck Security
1.1.1	✓	✓	✓	Driver procedures require that truck doors are locked during transit	1.1.1	✓	✓	✓	No changes
1.1.2	✓	✓	✓	Truck door keys restricted to driver and carrier management	1.1.2	✓	✓	✓	No changes
1.1.3	✓			Auditory alarm if unauthorized entry to tractor cab occurs	1.1.3	✓			Changed "auditory" to "auditble" alarm for clarification AND added that alarm must be auditable at the control center / Audible alarm if unauthorized entry to tractor cab occurs. Alarm must be auditable at the control center.
1.2				Trailer Security	1.2				No changes / Trailer Security
1.2.1	✓			High quality stainless steel security locking devices such as built-in locks	1.2.1	✓			No changes
1.2.2		✓		High quality stainless steel security locks either firmly fixed to all	1.2.2		✓		No changes
1.2.3			✓	Doors secured in line with LSP's own internal policy	1.2.3			✓	No changes
1.2.4	✓	✓		Only hard sided trailers utilized	1.2.4	✓	✓		No changes

#				Requirement	#				Changes
1.2.5			✓	Soft sided trailers as a minimum	1.2.5			✓	No changes
1.2.6	✓	✓		Tamper evident security seals for FTL (full truckload and indicates that the cargo is dedicated for one Buyer) electronic or manual that meet the ISO 17712 standard	1.2.6	✓	✓		Removed "full truckload and indicates that the cargo is dedicated for one buyer" to streamline since this is covered under definitions / Tamper evident security seals for electronic or manual that meet the ISO 17712 standard
1.2.7		✓	✓	Trailer immobilization device in place when trailer is dropped (kingpin,	1.2.7		✓	✓	No changes
					1.2.8		✓	✓	Added requirement for audible alarm for trailer door / Audible alarm if unauthorized entry to trailer door
SECTION 2				2 TRACKING TECHNOLOGY	SECTION 2				No changes / 2 TRACKING TECHNOLOGY
2.1				Two Way Communication Systems	2.1				No changes / Two Way Communication Systems
2.1.1	✓	✓	✓	Two way communication system present during entire journey	2.1.1	✓	✓	✓	Added "real time" for clarification / Two way, real time voice communication system present during entire journey
2.1.2	✓	✓		Two way communication system monitored 24/7 by carrier's office or 3rd party monitoring centre	2.1.2	✓	✓		Added "real time" for clarification / Two way real time communication system monitored 24/7 by carrier's office or 3rd party monitoring centre
2.2				Tracking And Tracing Systems	2.2				No changes / Tracking And Tracing Systems
2.2.1	✓			Carrier must have detailed and documented protocol in place to track trailers and tractors, both tethered and as separate vehicles, including 24/7 monitoring, the ability to geofence routes and parking locations and documented response protocols for handling emergencies	2.2.1	✓			No changes
2.2.2		P		Carrier must have detailed and documented protocol in place to track tractors, the ability to geofence routes and parking locations and documented response protocols for handling emergencies	2.2.2			✓	No changes
2.2.3	✓			Carrier must have detailed and documented protocol in place to check, prior to departure, the function and battery life of all tracking devices to be utilized	2.2.11	✓			Numbering change only
2.2.4	✓			A tracking device must be installed in a covert location in the tractor and, where available, must be capable of utilizing at least two methods of signalling such as 3G, or SMS/GPRS using GSM or CDMA and must be equipped with at least one covert antenna.	2.2.4	✓			Integrated 'Guidance Note' into the requirement for clarification / A tracking device must be installed in a covert location in the **tractor** and, where available, must be capable of utilizing at least two methods of signaling such as 3G, or SMS/GPRS using GSM or CDMA and must be equipped with at least one covert antenna

Note: In countries where two different forms of signaling are not available, the LSP must document this to the auditor. |
| 2.2.5 | ✓ | | | A tracking device must be installed in a covert location in the trailer and, where available, must be capable of utilizing at least two methods of signalling such as 3G, or SMS/GPRS using GSM or CDMA and must be equipped with at least one covert antenna | 2.2.3 | ✓ | | | Added verbiage regarding "when a tractor and trailer can be separated" for clarification / When tractor and trailer can be separated; a tracking device must be installed in a covert location in **both the tractor and trailer** and, where available, must be capable of utilizing at least two methods of signaling such as 3G, or SMS/GPRS using GSM or CDMA and must be equipped with at least one covert antenna.

Note: In countries where two different forms of signaling are not available, the LSP must document this to the auditor. |
2.2.6	✓			Monitoring centre must be able to control, over the air, the "reporting" rate for devices in both tractor and trailer	2.2.10	✓			Numbering change only
2.2.7	✓			Standard "reporting rate" for tracking units in both the tractor and the trailer must be not less than one report every five minutes. (Note: If the tractor and trailer are tethered and an effective untethered alert system is in place, only one of the units must meet this "reporting" rate standard.)	2.2.6	✓			Numbering change only
2.2.8		P		Standard "reporting rate" for tracking unit in the tractor must be not less than one report every thirty minutes.	2.2.7			✓	Numbering change only
2.2.9	✓			The tracking devices in the trailer and the tractor must report events to include untethering (unhooking) of the trailer, device tampering, truck stoppage, tracker battery status and trailer door opening.	2.2.8	✓			Numbering change only
2.2.10	✓			The trailer and tractor tracking devices must be equipped with a battery back-up capable of maintaining the signalling capacity of the tracker for not less than 24 hours at a "reporting" rate of not less than one "reporting" every five minutes while the trailer is untethered.	2.2.9	✓			Numbering change only
2.2.11			P	A tracking device is installed providing remotely stored archival information relating to the position of all FTL (full truckload, Supplier dedicated) trucks.	2.2.5			✓	Numbering change only
2.3				Satelite Navigation Systems (route planner)	2.6				Added "and route planning" for clarification / Satelite Navigation Systems (Rothe Planner and Route Planning)
2.3.1	✓	✓	✓	Satellite navigation system installed (route planner) recognizing detours, traffic jams, etc. to avoid unnecessary stops or delays. Carrier's dispatch must confirm all route changes.	2.6.1	✓	✓	✓	Satellite navigation system installed (route planner) recognizing detours, traffic jams, etc. to avoid unnecessary stops or delays. Carrier's dispatch must confirm all route changes.
2.4				Silent Alarm System	2.3				Numbering change only / Silent Alarm System
2.4.1	✓	✓		Manually activated silent alarm (panic button) present in reach of driver and able to send signal to the LSP's home base or third party monitoring centre	2.3.1	✓	✓		Numbering change only
2.4.2	✓	✓		Procedures in place, tested and reviewed at least every six months, for responses to activation of silent alarm by driver.	2.3.2	✓	✓		Removed "for responses to activation…" to streamline the requirement / Procedures in place, tested and reviewed at least every six months
2.5				Trailer Door Alarms	2.4				Numbering change only / Trailer Door Alarms

2.5.1	✓			Unauthorized opening of trailer doors sends signal to monitoring centre	2.4.1	✓			Numbering change only
2.5.2	✓			Procedures in place, tested and reviewed at least every six months, for responses to activation of alarm signal indicating unauthorized opening of trailer doors	2.4.2	✓			Removed "for responses to activation…" to streamline the requirement / Procedures in place, tested and reviewed at least every six months
2.6				**Tamper Alarms**	**2.5**				Revised section header for clarification / Tracking Device Failures
2.6.1	✓			The tracking system must alert if the tracking device fails or GPS signal is lost	2.5.1	✓			Numbering change only
2.6.2	✓			Procedures in place, tested and reviewed at least every six months, for responses to failure of tracking device.	2.5.2	✓			Numbering change only
2.7				**Track And Trace Coverage**					Removed and integrated into Satellite Navigation Systems section
2.7.1	✓			Coverage maps of the tracking technology to be utilized must be validated at least every six months to avoid or minimize travel through known "black spots"	2.6.2	✓			Numbering change only
2.7.2	✓			Coverage maps to be consulted and documented as part of route planning risk assessment	2.6.3	✓			Numbering change only
2.7.3	✓			Route planners must develop responses to events which occur within "black spots"	2.6.4	✓			Numbering change only
SECTION 3				**3 SECURITY PROCEDURES**	**SECTION 3**				**3 SECURITY PROCEDURES**
3.1				Scheduled Routing	**3.1**				No changes / Scheduled Routing
3.1.1	✓	✓	✓	The LSP has planned routes	3.1.1	✓	✓	✓	No changes
3.1.2	✓	✓		The LSP has planned stops	3.1.2	✓	✓		No changes
3.1.3	✓			Ad Hoc changes to routes and stops or delays due to unexpected events reported, if requested, to Buyer	3.1.3	✓			Reworded for clarification / If requested by Buyer, LSP must report Ad Hoc changes to routes and stops or delays due to unexpected events.
3.2				Vehicle Maintenance Programme	**3.2**				No changes / Vehicle Maintenance Program
3.2.1	✓	✓	✓	Exceptions noted during the pre-departure check must be reported to LSP's 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.	3.9.2	✓	✓	✓	No changes
3.2.2	✓	✓	✓	The LSP must document vehicle maintenance programmes in accordance with manufacturer's specifications	3.2.1	✓	✓	✓	No changes
3.3				Comfort breaks	**3.3**				Reworded for clarification / Unscheduled breaks
3.3.1	✓			In case of an event requiring a non-scheduled stop, such as a medical emergency, accident or breakdown that requires that the driver leave the vehicle, driver must notify dispatch, lock all doors and engage all security devices. The tracking monitoring centre must also be notified and the truck and/or shipment live monitored constantly until it is able to return to transit. In case of an extended unplanned stop, the carrier must have a protocol in place to provide protection for the shipment.	3.3.1	✓			Reworded to streamline / If the driver(s) must leave the vehicle (I.e. Non-scheduled stop, medical emergency, accident or breakdown), the driver(s) must notify dispatch, lock all doors and engage all security devices. The tracking monitoring centre must also be notified and the truck and/or shipment live monitored constantly until it is able to return to transit. In case of an extended unplanned stop, the carrier must have a protocol in place to provide protection for the shipment.
3.3.2		P	✓	If driver must leave truck and trailer , all doors must be locked and alarms (where fitted) must be activated	3.3.2		P	✓	No changes
3.4				Secure Parking	**3.4**				No changes / Secure Parking
3.4.1	✓	✓	✓	Listed approved parking facilities, stopping places and prohibited parking/stopping places part of driver's manual/instructions	3.4.1	✓	✓	✓	Added "the driver's manual/instructions" for clarification / The driver's manual/instructions must list approved and prohibited parking facilities, stopping places.
3.4.2	✓			Trucks in use under TSR 1 must never be left unattended unless at a pre-approved (with Buyer) defined secure parking area with fences, lights, guards, access control and CCTV.	3.4.2	✓			No changes
3.5				Unauthorized Persons	**3.5**				No changes / Unauthorized Persons
3.5.1	✓	✓	✓	No unauthorized parties allowed in truck or trailer. The LSP must have policies and procedures in place to prevent unauthorized parties from being present in truck or trailer (like hitchhikers, friends, non-driving relatives, children, etc)	3.5.1	✓	✓	✓	No changes
3.6				Management Of Security Equipment	**3.6**				No changes / Management Of Security Equipment
3.6.1	✓	✓	✓	The LSP must have documented and implemented procedures in place for management and control of seals, trailer (container) door locks, pin locks, and other security equipment.	3.6.1	✓	✓	✓	No changes
3.7				Key Management	**3.7**				No changes / Key Management
3.7.1	✓	✓	✓	The LSP must have documented and implemented procedures in place for the secure management of keys for trucks, pad-locks, kingpin locks etc.	3.7.1	✓	✓	✓	No changes
3.8				Collection And Delivery Training	**3.8**				No changes / Collection And Delivery Training
3.8.1	✓	✓	✓	The LSP to provide training on collection and delivery procedures for the drivers to prevent deception and fraud	3.8.1	✓	✓	✓	No changes
3.9				Pre-Departure Checks Vehicle	**3.9**				No changes / Pre-Departure Checks Vehicle
3.9.1	✓	✓	✓	The LSP must document pre-departure checks that ensure road worthiness of the vehicle in accordance with local regulations. For LTL (multiple stops) routes, these checks are required only at first departure, or daily for multiple-day trips	3.9.1	✓	✓	✓	No changes
3.10				Pre-Departure Checks Driver	**3.10**				No changes / 'Pre-Departure Checks Driver
3.10.1	✓	✓	✓	The LSP must document procedures to assure 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)	3.10.1	✓	✓	✓	No changes
3.11				TSR Vehicle Logs	**3.11**				No changes / TSR Vehicle Logs

	✓	✓	✓	Description		✓	✓	✓	Comments
3.11.1	✓	✓	✓	Vehicles to be utilized under the TSR must be listed in the LSP's TSR vehicle log. There is no specific format for the log, however, it must include at least the following information: Tractor identification information, trailer identification information, TSR level, date(s) of audits and self-assessments, any exceptions, corrections, date of correction	3.11.1	✓	✓	✓	No changes
SECTION 4				4 EMPLOYMENT CRITERIA	**SECTION E**				Section removed and integrated into Section E applicable to both TSR and TTSP
4.1				Screening/vetting own employees	**E.1**				Integrated into Section E / Screening/vetting own employees
4.1.1	✓	✓	✓	Applicants required to disclose previous employment history, gaps in employment, criminal convictions, job terminations in similar/same	E.1	✓	✓	✓	Requirement removed as part of this section and integrated into Section E1
4.1.2	✓	✓	✓	Procedure for dealing with applicant/employee's false declaration pre & post hiring.	E.1	✓	✓	✓	Requirement removed as part of this section and integrated into Section E1
4.1.3	✓	✓	✓	The procedure must identify the person / resources responsible for conducting the vetting / screening process, which includes, but is not	E.1	✓	✓	✓	Requirement removed as part of this section and integrated into Section E1
4.1.4	✓	✓	✓	Denial criteria must be documented. Procedures shall be within constraints of local law		✓	✓	✓	Removed due to variances and significant restrictions in regards to denial critieria in several Countries with certified companies
4.2				Screening/vetting (TAS) Temporary Agency Staff	**E.2**				Integrated into Section E / Screening/vetting (TAS) Temporary Agency Staff
4.2.1	✓	✓	✓	The LSP will have agreements in place to have the required vetting/ screening information supplied by the agency and/or subcontractor providing TAS workers, or shall conduct such screening themselves. The vetting/ screening must cover criminal history and employment checks of each TAS worker.	E.2	✓	✓	✓	Requirement removed as part of this section and integrated into Section E2
4.2.2	✓	✓	✓	TAS worker required to sign declaration that they have no current criminal convictions or pending cases and will comply with the LSP's security procedures	E.2	✓	✓	✓	Requirement removed as part of this section and integrated into Section E2
4.2.3	✓	✓	✓	Procedure for dealing with TAS worker's false declaration.	E.2	✓	✓	✓	Requirement removed as part of this section and integrated into Section E2
4.2.4	✓	✓	✓	TAS worker denial criteria documented. Procedures shall be within constraints of local law		✓	✓	✓	Removed due to variances and significant restrictions in regards to denial critieria in several Countries with certified companies
4.3				Termination of Workforce	**SECTION E**				Integrated into Section E / Termination of Workforce
4.3.1	✓	✓	✓	The LSP has robust documented procedures in place for termination of workforce. Termination procedures for workforce to include return of ID's, access cards, keys and other sensitive information and/or equipment.	E.3	✓	✓	✓	Requirement removed as part of this section, updated, and integrated into Section E3
4.4				Protection of Buyer's data and records					Removed and integrated into Section E
4.4.1	✓	✓	✓	Procedures are in place to prevent terminated workforce from having access to Buyer's data and records.	E.4	✓	✓	✓	Requirement removed as part of this section and integrated into Section E4
4.5				Procedures for re-hiring of Workforce					Removed and integrated into Section E / Procedures for re-hiring of Workforce
4.5.1	✓	✓	✓	Procedures are in place to prevent LSP from re-hiring any person if denial/termination criteria are still valid.	E.6	✓	✓	✓	Requirement removed as part of this section and integrated into Section E6
4.6				Timing of Protocols					No changes / Timing of Protocols
4.6.1	✓	✓	✓	Hiring and termination procedures are audited, at least annually, and gaps addressed.		✓	✓	✓	No changes
SECTION 5				5 DRIVERS/SECURITY TRAINING	**SECTION 4**				Numbering change only / 4 DRIVERS/SECURITY TRAINING
5.1				Security Training	**4.1**				Numbering change only / Security Training
5.1.1	✓	✓	✓	Security Threat Awareness training programme conducted annually with drivers and documented in driver records. This training, as a minimum, shall include threat awareness, robbery response, vehicle checking, recognition of developing threats, use of secure parking, appropriate responses to threatening events and communication with police and management.	4.1.1	✓	✓	✓	Changed "conducted annually" to "training must take place at least every 2 years" / Security Threat Awareness training program conducted with drivers and documented in driver records. This training, as a minimum, shall include threat awareness, robbery response, vehicle checking, and recognition of developing threats, use of secure parking, appropriate responses to threatening events and communication with police and management. This training must take place at least every 2 years.
SECTION 6				6 FREIGHT HANDOVER PROCESS	**SECTION 5**				Numbering change only / 5 FREIGHT HANDOVER PROCESS
6.1				Box and pallet integrity verified upon receipt & delivery	**5.1**				Numbering change only / Box and pallet integrity verified upon receipt & delivery
6.1.1	✓	✓	✓	The LSP must have documented procedures verifying box and pallet	5.1.1	✓	✓	✓	Numbering change only
6.2				Proof of shipping and receiving records	**5.2**				Numbering change only / Proof of shipping and receiving records
6.2.1	✓	✓	✓	All cargo must be verified against shipping documents and manifests to ensure proper marking, weights, counts, and specific handling instructions (as applicable).	5.2.1	✓	✓	✓	Numbering change only
6.2.2	✓	✓	✓	Documents must be legible, complete and accurate, including (where appropriate) time, date, driver signature and printed name, signatures of shipping and receiving personnel, shipment details, and any special instructions.	5.2.2				Numbering change only
6.2.3	✓	✓	✓	The LSP must maintain records of all collections and proofs of delivery for a period of not less than two years that can be accessed if investigation of loss is required.	5.2.3				Numbering change only
					5.2.4	✓	✓	✓	New Requirement to address Information Security and Fraudulent Pickup / Access to shipping documents and information on Buyer's assets controlled, monitored and recorded, based on "need to know".
					5.2.5				New Requirement to address Information Security and Fraudulent Pickup / Shipping documents safeguarded until destruction
					5.2.6	✓	✓	✓	New Requirement to address Information Security and Fraudulent Pickup / Information (shipping documentation) security awareness training provided to workforce having access to information.

6.3				Driver to be present for loading and unloading	**5.3**				Numbering change only / Driver to be present for loading and unloading
6.3.1	✓	✓	✓	Unless prohibited by shipper or receiver policies, the LSP's 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	**5.3.1**	✓	✓	✓	Numbering change only
6.4				Pre-alert in place	**5.4**				Numbering change only / Pre-alert in place
6.4.1	✓			Unless on Buyers exemption; pre-alert details must be agreed to by Buyer and LSP. Suggested details include: departure time, expected arrival time, trucking company, driver name, licence plate details, shipment info (pc count, weight, bill-of-lading number, etc.) and trailer seal numbers	**5.4.1**	✓	✓	✓	Reworded to loosen slightly and allow more flexibility per variations in Buyer requirements AND made applicable to Levels 2 & 3 / Where Buyer requires, pre-alert process applied to inbound and/or outbound shipments. Pre-alert details must be agreed by Buyer and LSP. Suggested details include: departure time, expected arrival time, trucking company, driver name, license plate details, shipment info (piece count, weight, bill-of-lading number, etc.) and trailer seal numbers
6.5				Pre-alert capability in place					Removed as stand alone section header and integrated into 5.4
6.5.1		✓	✓	Pre-alert capability procedures must be in place and documented for both pick-up and delivery, and must include, at a minimum, planned departure time, expected arrival time, trucking company name, driver name, licence plate pulling unit, generic shipment description to include piece count, weight, and (for delivery), trailer seal numbers	**5.4.1**				Removed as stand alone requirement and integrated into 5.4.1
SECTION 7				7 LSP SELF ASSESSMENT	**SECTION 6**				Numbering change only / 6 LSP SELF ASSESSMENT
7.1				Self-Assessment of vehicle before being added to the TSR Vehicle log	**6.1**				Numbering change only / Self-Assessment of vehicle before being added to the TSR Vehicle log
7.1.1	✓	✓	✓	The LSP must have documented evidence that all vehicles (trucks & trailers) in the TSR Vehicle LOG have been assessed and are meeting the requirements of the TAPA TSR 2014 (Section 7 - Specifications for TSR Certification or Recognition (Practice)	**6.1.1**	✓	✓	✓	Updated section references to the 2017 TSR standard / The LSP must have documented evidence that all vehicles (trucks & trailers) in the TSR Vehicle Log have been assessed and are meeting the requirements of the TAPA TSR 2017 practice section relating to the physical aspect of the vehicles (refer to Sections 1 and 2)
7.2				On Going Assessment to ensure compliance to the TSR section 7	**6.2**				Numbering and numbering reference change only / On Going Assessment to ensure compliance to the TSR section 6
7.2.1	✓	✓	✓	The LSP must have documented evidence that all subsequent self-assessments by the carrier (fixed or rolling programme - covering all vehicle in the TSR Vehicle Log) are self re-assessed at least once every 12 months by the carrier and associated records retained for audit purposes.	**6.2.1**	✓	✓	✓	Numbering change only
SECTION 8 OPTIONAL - NOT MANDATORY				BUYER OPTIONAL (NOT MANDATORY) CARGO TRACK AND TRACE REQUIREMENTS. These are Buyer requested and/or the LSP provided enhancements that can be incorporated into TSR 1-3 levels as an optional extra. This option does not exclude use of any mandatory requirements (sections 1-7) that are needed to meet TSR Certification requirements."	**SECTION 7 OPTIONAL - NOT MANDATORY**				Numbering Change Only / BUYER OPTIONAL (NOT MANDATORY) CARGO TRACK AND TRACE REQUIREMENTS. These are Buyer requested and/or the LSP provided enhancements that can be incorporated into TSR 1-3 levels as an optional extra. This option does not exclude use of any mandatory requirements (sections 1-7) that are needed to meet TSR Certification requirements.
8.1				Buyer Option for Portable Tracking of Cargo	**7.1**				Numbering change only / Buyer Option for Portable Tracking of Cargo
8.1.1				Portable Tracking Devices must be capable of sending tracking	**7.1.1**				Numbering change only
8.1.2				A protocol must be in place to place the Portable Tracking Device and	**7.1.2**				Numbering change only
8.1.3				The location of the Portable Tracking Device may be placed embedded in	**7.1.3**				Numbering change only
8.1.4				Portable Tracking Devices can be monitored "live " or "alarm" driven.	**7.1.4**				Numbering change only
8.1.5				The monitoring centre must demonstrate a comprehensive response	**7.1.5**				Numbering change only
8.1.6				Response protocols must include a documented process for the	**7.1.6**				Numbering change only
8.1.7				The Portable Tracking Device must demonstrate at least two of the	**7.1.7**				Numbering change only
8.1.8				The frequency of signal from the Portable Tracking Device should be	**7.1.8**				Numbering change only
					1D				Definition section
					3				Certification section
					4				Guidance for truck security levels, self-audits and self-assessments
					5				Waivers