



HDA Pharmaceutical Cargo Security Coalition

During this holiday break, ***be pro-active: confirm that shipment dates/times coincide with your customers' "open" hours during this holiday time frame.*** If they don't, take the necessary precautions to reduce the risk of those shipments being staged or stored prior to actual delivery dates.

Transportation:

Steps should be taken to verify the authenticity of all shipment related activity during these periods – particularly any entity which has been engaged to either move or store a shipment. Driver and business verification, prior to releasing any shipment, is paramount.

Communication between drivers and shippers needs to be firmly established and regularly maintained during shipments over these periods. That communication should include driver(s) instruction as to what types of behavior are required and what is not permissible.

Truck stops, highway rest areas and distribution centers are frequent targets for cargo thieves - not only traditionally but more so over holiday periods. For that reason, any location where cargo would either intentionally (or unintentionally) come to rest - even for brief periods of time - should be as secure as possible. Things to consider when selecting a secure area/lot are: controlled access, adequate lighting, congestion, any type of either personal or video surveillance, how long the conveyance will be left unattended, as well as past intelligence of localized cargo theft activity.

If a cargo conveyance must be left unattended for any period of time it should be made as secure as possible. Theft-resistant locking/sealing mechanisms for tractors, trailers and cargo compartments; disabling technology for the vehicle's power units or trailer movements; parking vehicles and/or cargo compartments in a fashion which make access as difficult as possible – are all things worthy of strong consideration.

If any tracking technology, such as GPS monitoring, that is available for deployment should be used to its fullest extent possible. That would include tracking technology on the conveyance's power unit, its cargo area (if separate), as well as within the cargo itself.

Storage:

Conduct a personal inspection of both the outside and inside of your facilities before securing them. Remove/repair anything that would assist a perpetrator in his/her illicit activity. For example: exterior lighting that doesn't work, gates/doors/windows left unsecured, keys left in forklifts inside, etc...

Prior to securing a facility for unattended periods check to make sure all alarms, CCTV recording equipment, and any sources of auxiliary power are all in good working order. With anything that is battery powered, those batteries should be tested for effectiveness.

Treat all premises alarms (no matter the number or closeness in frequency) as if they are all actual penetration attempts. Responses should be made accordingly.

Make sure all lists of company individuals responsible for contact, in the event of suspicious activity or emergency, are up to date. All entities that monitor your alarm/access activity need to have access to these up-to-date lists.

Encourage local law enforcement agencies to make extra patrols in the areas where your facilities are located – as well as make it as easy as possible for them to “see” your critical access areas.

If you must ship cargo over this period be sure that, in the event the unthinkable happens and your cargo is stolen in-transit, somewhere a shipping list (with complete descriptions of the goods being shipped) is readily accessible and can quickly be provided to law enforcement officials.