



## FAQ - TRUCK SECURITY REQUIREMENTS (TSR) – 2012

### Q. 1

**I have been using the TSR 2008 version to complete my TSR audits; will this version still be valid on 2012?**

#### A.1

TSR 2012 is part of continuous improvement cycle and replaces TSR 2008. The TSR 2012 is valid from 1<sup>st</sup> January 2012 and will be the standard for new users going forward. However where a Buyer/Supplier contract dated before 1<sup>st</sup> January 2012 exists and where the TSR 2008 version is specifically referenced, the TSR 2008 version will continue to be recognized by TAPA until the contract is renewed\*, or until all parties have had time to migrate from TSR 2008 to the 2012 version.

\*This period of grace will expire on 1<sup>st</sup> January 2014 when TSR will no longer be officially recognized by TAPA in existing Buyer/Supplier contracts.

### Q. 2

**What are the main differences between TSR 2012 & TSR 2008?**

#### A.2

TSR 2012 has 3 major changes to the previous version:

1. Certification of the security policies, procedures and trucking operations
2. For smaller truck operators not requiring certification, it introduces the option of being audited to qualify as a TAPA TSR Service Partner (TTSP)
3. A complete review and upgrade of the procedures and truck security countermeasures from TSR 2008

### **Q.3**

#### **What is a TAPA TSR Service Partner (TTSP)?**

A.3

A TAPA TSR Service Partner (TTSP) is designed for those companies who only operate a trucking service to other Logistics Service Providers. The TTSP may wish to certify their fleet to a particular level of the TSR as the market dictates or requires. This designation is not a certificate, but it provides for recognition that the company has met the practice standards in the TSR and is therefore qualified to serve as a TSR carrier for any TAPA TSR Certified company. Once the TTSP designation is awarded, the company may wish to sell their services to other LSP's operating under the TSR.

### **Q. 4**

#### **Under what circumstances should I consider using TSR 2012?**

A.4

When one or more of the following circumstance apply to you as a Buyer or LSP:

1. You require or use TSR 2008 in your existing operations.
2. As an LSP you want to provide trucking that provides and meets a globally recognized minimum security standard for your customer base.
3. As a Buyer/shipper you want to have confidence in you Supplier/LSP to provide quantifiable security measures to protect cargo.

### **Q.5**

#### **What is the difference between TSR Certification and TSR Levels?**

A.5

Certification is conducted by one of the TAPA appointed independent audit bodies and validates that the LSP meets all the requirements of the TSR 2012. TSR Levels are the 3 levels of security that are applied to the trucks and trailers operated under the certification. A LSP can be certified with a mix of all 3 or just one security level for their trucks. All TSR trucks will be registered in a vehicle Log to ensure compliance.

### **Q.6**

#### **If I apply for certification do all trucks have to be meet TSR security levels requirements?**

A.6

Only those trucks entered into the LSP's Vehicle Log are required to meet the TSR levels requirements. If a LSP wants to become TSR Certified but not upgrade all vehicles to meet the TSR Security level, this is acceptable if all other requirements are achieved.

### **Q.7**

**Why does TAPA only allow companies with 10 or more trucks to be eligible for certification or recognized as a TAPA TSR Service Partner (TTSP)?**

A.7

TAPA recognizes that the TSR is demanding to a business in terms of infrastructure, back office support as well as technical requirements therefore a company needs to be of a reasonable size to meet the needs of the TSR standard. Any company with a fleet under 10 trucks who wish to provide trucks that meet TSR levels should offer their services to another LSP who has obtained TSR Certification and have that LSP enter the applicable trucks into that LSP's vehicle register. This means the certification requirements fall to the larger certified LSP who in turn will require the smaller LSP sub-contractor to meet and maintain the appropriate TSR Security levels for their trucks.

### **Q.8**

**If I have 12 subcontractors, do they all need auditing?**

A.8

TAPA wishes to ensure LSP have flexibility to competitively source TSR Subcontractors. Therefore Subcontractors of a Certified LSP could be another TSR Certified LSP or fall under the TTSP scheme or be a small provider just offering trucks that meet TSR standards. If subcontractors have already achieved Certification or TTSP status the audit body is required to mutually recognize those subcontractors and additional audits would not be required. However any subcontractors not TSR Certified or not holding TTSP status could be liable for TSR levels inspection in accordance with the sampling regime contained within the TSR 2012.

### **Q.9**

**As an LSP or a trucking company, are leased vehicles counted as "owned" for purposes of the TSR?**

A.9

Yes, vehicles that are leased under a contract to the member are considered as 'owned' for the purposes of the TSR 2012.

### **Q.10**

**As a TAPA TSR Service Partner (TTSP), can I put the TAPA logo on my trucks?**

A.10

Yes, trucks operating under a TAPA TSR Certified LSP or Truckers under the TAPA TSR Service Partner can use the approved TAPA Logo on the condition that the vehicle has been listed in the vehicle log as continues to meets the applicable necessary security levels. Non-compliant trucks and trucks removed from the vehicle log should remove any TAPA Logos

### **Q.11**

#### **Where do I find the approved TAPA logo (s) I can use?**

A.11

The TAPA logo (s) you can use are found on the TAPA website, which defines various uses of the logo. Use of the logo is restricted to companies that are TSR certified or are TSR Service Partners as defined in the TRS 2012. Any misuse of the TAPA logo could result in an investigation and legal action.

### **Q.12**

#### **Who conducts audits and who pays for the audits?**

A.12

TAPA audits can only be conducted by trained auditors who are working for a TAPA approved independent audit body. It is the responsibility of the company who engages the audit to make a vendor contract with the audit body directly. It is not appropriate for TAPA to be involved in any cost or financial arrangements of the auditing process. TAPA has appointed a number of IAB's to provide services to members, which provides a competitive service for the members.

### **Q. 13**

#### **Do I have to be a TAPA member to be certified?**

A.13

No, TAPA does not make it a requirement to be a member however TAPA does provide constant updates on the Freight Security Standards, the Incident Information Service on cargo crime, which can be used for risk assessments and also provides real time alerts on hijacks and other types of cargo crime. TAPA holds networking sessions and also has established contacts in Law Enforcements, which may be found useful.

### **Q.14**

#### **Do I have to be a TAPA member to attend TAPA TSR training?**

A.14

No, you do not need to be a member to attend a TSR training program, however members are given priority on the courses. Non-members may be asked to pay a training fee. Contact TAPA for more details.

**Q.15**

**When can I apply for TSR certification?**

A.15

You can apply for TSR certification once you have completed a self-assessment or internal audit and contacted an IAB to arrange an audit date.

**Q.16**

**What happens if my company wishes to increase the number of TSR?**

A.16

You may increase the number of TSR trucks at any time, however, if the number of the TSR trucks exceeds certain thresholds (see TSR 2012) from the original specified number at time of certification, the IAB should be informed and further sampling inspections of new trucks may be necessary. This measure is in place to ensure the integrity of the program.

**Q.17**

**Are the IAB's allowed to make their own interpretation of the TSR standard?**

A.17

The IAB's are not allowed to make their own interpretation of the TSR standard, as the requirements are prescriptive. TAPA has TSR experts available who will examine any request for changes to the standard as well as any requests for waivers.

**Q.18**

**How do I apply for a waiver?**

A.18

Waivers to the TSR or any standard will only be given in exceptional circumstances or where Law or Regulation dictates. Where a waiver is granted, sufficient mitigating circumstances must be given and ideally witnessed and checked by the IAB at the time of auditing.

**Q.19**

**How can I find out about information of GSM/GPS coverage and other tracking technology questions?**

A.19

Members should contact their Telecommunication Service Providers as coverage and capabilities can vary