

Subcontracting Guidance Document

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Analytical Guidance
Document for TAPA TSR
Certification Holders

Trucking Security Requirements
Guidance Document for users
of TAPA Standards

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1. Executive Summary

This document provides guidance for TAPA TSR certification holders on maintaining security compliance when subcontracting trucking operations. The core principle is clear: certified LSPs remain fully responsible for TSR compliance across the entire transportation chain, including all subcontracted activities. Only vetted, TSR-trained drivers listed in the certified LSP's driver register and audited vehicles included in its Vehicle Register may be used. Subcontracting is recommended at a single level only, must be governed by a formal security agreement, and should, wherever possible, be awarded to carriers holding the same or higher TSR certification. Non-certified candidates require an on-site audit before any assignment, and the use of internet freight platforms is discouraged due to the risk of fraudulent carrier listings.

Certified LSPs must integrate subcontractors into their regular audit and compliance monitoring programs, as TSR compliance verification cannot be passed to the subcontractor. Route risk assessments, route planning, and transport monitoring remain the certified LSP's responsibility to oversee and approve. In the event of a security incident, clear escalation protocols and contractually defined investigation rights must be in place, with any non-compliance triggering a formal corrective action plan before normal operations resume. Ultimately, certified LSPs must treat subcontractors as partners within a shared security ecosystem — providing the tools, training, and oversight needed to uphold the standards for which the certified carrier remains solely accountable.

2. Understanding the Subcontracting Requirement

Core Obligation: When TSR-certified companies subcontract transportation services, they must ensure that their subcontractors comply with the TSR standards that apply to the certified company's own operations. The best approach for this is to subcontract only to the same or higher level TSR-certified subcontractors. This is not always possible; some rules need to be in place when subcontracting to non-TSR-certified companies.

Key Principles:

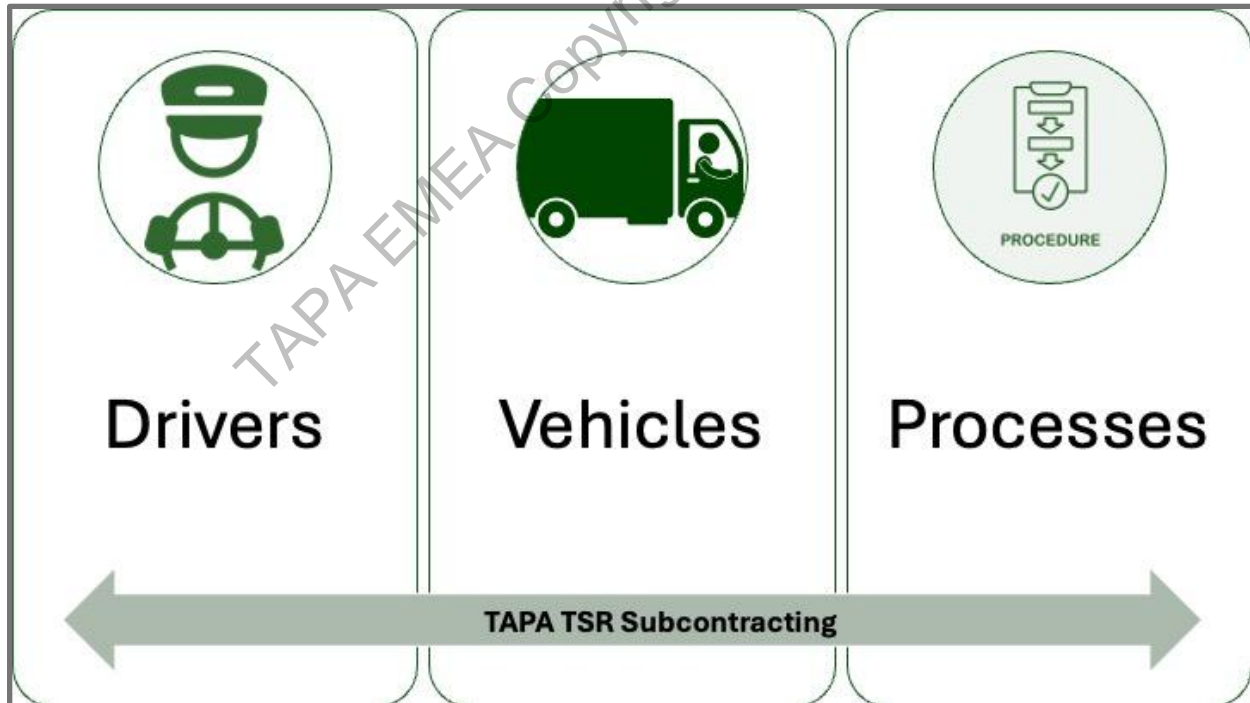
1. Only one level of subcontracting is strongly recommended.
2. Certification holders (certified LSPs) remain responsible for maintaining TSR compliance throughout the entire transportation chain, including subcontracted services. Subcontracting LSP's Authorized Auditor remains responsible for maintaining TAPA TSR, SCARS closure, risk assessment, management report, and company supply chain security requirements within the subcontractor's organization. He/she or another person, according to the TSR standard, is also responsible for monitoring the TSR compliance within the subcontractors.
3. Vehicles used for subcontracting must be included in a certified LSP's vehicle register, and drivers used to drive subcontracted vehicles must be included in an LSP's List of Trained Drivers able to drive TSR shipments. Both these requirements need to have been audited by the certified LSP's Authorized Auditor(s) before subcontracting.
4. Subcontractors' TSR-related security requirements are clearly stated in a contractual document.
5. Always, the liability and responsibility for the transport remains with the certified LSP; however, in case the subcontractor is TSR certified (same or higher level), some operational activities can be passed contractually from the certified LSP to the subcontractor. In all other cases, all TAPA requirements related to the subcontractor must be fulfilled by the certified LSP.
6. The TSR version must be considered in case the Buyer contractually requires certification against a specific TSR version.

3. Critical Compliance Areas

The diagram below illustrates the foundational three-pillar framework essential for effective TAPA TSR transportation subcontracting. The structure emphasizes that successful TSR compliance in subcontracting arrangements requires equal attention to all three critical components:

- qualified and trained **Drivers** who meet security clearance and competency standards,
- properly equipped and maintained **Vehicles** that incorporate necessary security features and tracking systems,
- and robust **Processes** that ensure consistent adherence to TSR protocols and documentation requirements.

The interconnected nature of these pillars demonstrates that weakness in any single area can compromise the entire security framework, making it imperative for certified LSPs to evaluate and monitor subcontractors across all three dimensions to maintain the integrity of the transportation security chain while meeting TAPA TSR compliance obligations.



3.1. Driver Security Requirements

Only drivers included in an up-to-date Certification Holder's List of all own and subcontracted drivers qualified/trained to drive vehicles listed in the vehicle register are allowed to drive TSR transports.

- 3.1.1. **Background Checks:** subcontractors must implement similar driver vetting procedures, including criminal background checks and past employment verification.
- 3.1.2. **Training:** subcontractors' selected drivers must receive comprehensive security awareness training covering threat recognition (identifying suspicious activities, surveillance attempts, and potential hijacking scenarios), response protocols (immediate actions during security incidents, communication procedures, and coordination with law enforcement), cargo security procedures (proper loading and securing techniques, seal verification, and tamper detection), and customer-specific security requirements. Training must be documented, tested, and refreshed every two years with additional briefings for high-risk routes or cargo types.
- 3.1.3. **Documentation:** The subcontractor must maintain comprehensive records, including driver training completion certificates with dates and modules covered, incident reports, and corrective action records. All documentation must be readily accessible for audit purposes and stored securely to protect driver privacy while ensuring compliance verification.

3.2. Vehicle Security Standards

Only vehicles included in a certified LSP's Vehicles Register are allowed to be used for subcontracting purposes of TSR transports.

- 3.2.1. **Vehicle Security Equipment:** subcontractor vehicles must meet all relevant TSR standard requirements (same or higher level), as the certified LSP. Vehicles need to be audited according to the TSR standard requirements and listed in a certified LSP Vehicles Register. This security equipment must cover the following areas (according to the appropriate TSR level):
 - 3.2.1.1. Physical Security
 - 3.2.1.2. Tracking Technology & Alarms
 - 3.2.1.3. Security Procedures
 - 3.2.1.4. Monitoring & Response

3.2.2. **Maintenance:** subcontractors must have in place a vehicle maintenance program fully compliant with the relevant TSR requirements (same or higher level).

3.2.3. **Documentation:** The subcontractor must maintain comprehensive records of vehicle audits and maintenance records.

3.3. TSR Compliance

Subcontractors' TSR compliance confirmation cannot be assigned to subcontractors. It is the responsibility of the certified LSP to confirm continuous compliance.

Subcontractors' operational processes and procedures are required to be fully and continuously compliant with the TSR standard (same or higher level). In case the subcontractor does not have documented procedures, the certified LSP's documented procedures shall be applicable.

In case subcontractors are not TAPA certified (same or higher level), subcontractors' compliance is verified by certified LSPs Authorized Auditors by including the subcontractor in the regular TSR foreseen self-audits and compliance monitoring program.

4. Subcontractors' Selection Criteria

4.1. Selection Process

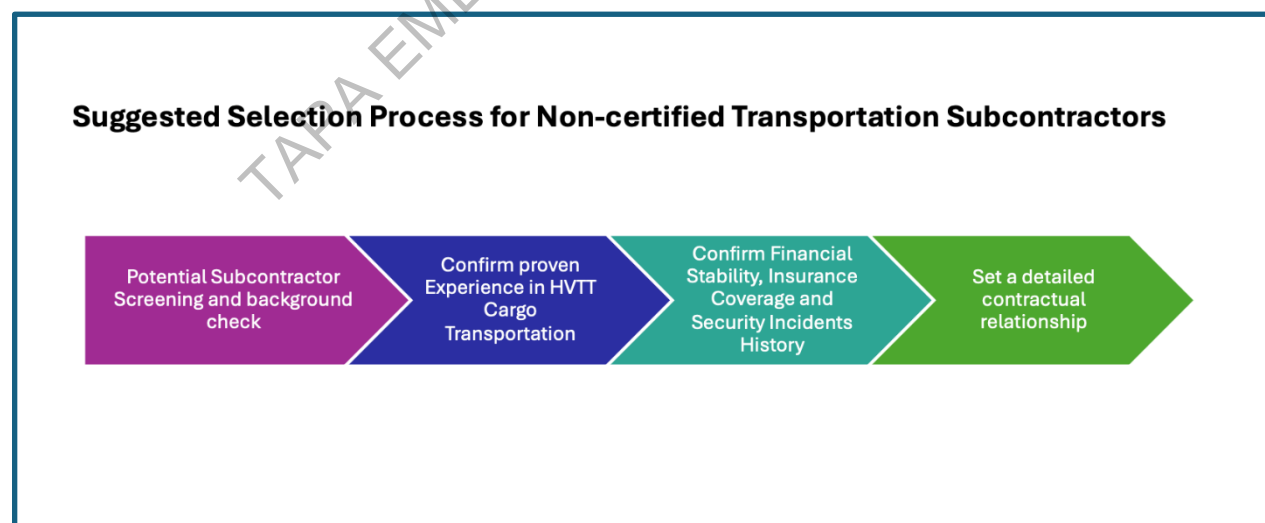
When selecting subcontractors for TAPA TSR transportation services, certified LSPs must prioritize security compliance above all other considerations. It goes without saying that subcontractors must meet or exceed all TAPA TSR certification requirements.

The selection process should begin with verification of the current TAPA TSR certification status of the potential subcontractors through the TAPA Intelligence System (TIS), followed by comprehensive company background checks.

Potential subcontractors must demonstrate proven experience with high-value cargo transportation, maintain clean security incident records, and possess robust operational capabilities, including properly equipped vehicles and trained drivers.

The evaluation must also assess the subcontractor's financial stability, insurance coverage, and commitment to maintaining certification standards throughout the contract period, as any security weakness in the subcontracting chain can compromise the entire transportation network's integrity and expose valuable cargo to theft or loss.

Non-certified potential subcontractors should always be audited onsite before any subcontracted assignment. Finally, a contractual agreement detailing all TAPA TSR-related obligations by the selected subcontractors must always be in place.



4.2. Use of Internet Platforms

Using **subcontracting platforms** is not recommended, as several security incidents have been noticed, where fake carriers were listed as legitimate ones, having gained unauthorized access to these platforms.

In case you decide to proceed with subcontracting TSR transports via internet platforms, several legitimacy verification activities, on top of all the subcontracting requirements presented in these guidance documents, must take place before delivering cargo to carriers, especially:

- TSR certificate validity (if this is a certified subcontractor),
- email address and telephone contact details verification,
- history incidents check, and
- web page creation date.

Below you can see some red flags that should trigger some deeper investigation into the legitimacy of the carriers listed on these platforms:

Red Flags for Carrier Legitimacy

HIGH RISK

Recently registered domain
No verifiable address
Below market pricing
Pressure tactics
Bank mismatch
Fake documents

MEDIUM-HIGH

Free [email](#) provider

CRITICAL

No official registry presence

⚠️ GOLDEN RULE

Always verify through channels you found independently, never through contact details provided by the carrier themselves on the platform.

(Fraudulent carriers rely on you using their own fabricated contact points)

Best Practices for certified LSPs to successfully subcontract the TSR routes

This section provides comprehensive guidance for certified Logistics Service Providers (LSPs) on how to effectively manage and oversee subcontracting arrangements for Transportation Security Requirements (TSR) routes. These evidence-based practices focus on maintaining security standards, ensuring regulatory compliance, and fostering productive partnerships with non-certified subcontractors while minimizing operational risks.

4.3. Selection Process

- Ask all potential subcontractors to execute a self-assessment of their companies according to the relevant TAPA TSR audit form (same or higher level).
- For those candidates that meet the above criteria but are not certified, organize and execute onsite 2nd party audits to verify outcome (by the certified LSP's Authorized Auditor(s)).
- Select among those that successfully fulfil the security-related selection criteria.

4.4. Partnership Approach

- Treat subcontractors as strategic partners in security
- Provide support and resources for compliance
- Share security intelligence and best practices
- Collaborate on continuous improvement initiatives

4.5. Technology Integration

- Use compatible tracking and monitoring systems
- Implement real-time visibility tools
- Leverage data analytics for performance monitoring
- Ensure interoperability of security systems
- Ensure effective monitoring and response

4.6. Training, Development & Supervision

- Provide/supervise/confirm TSR training to non-certified subcontractor personnel and drivers, especially related to:
 - Communication with authorities
 - Threat recognition

- Response protocols
 - Share security updates and threat intelligence to be included in the training material
 - Prepare for the subcontractor the route security risk assessment, the route planning, and the evaluation/selection of secure parking locations
 - Conduct alarm response tests with the monitoring center

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5. Escalation and Remediation Procedures in case of Security Incidents

This section outlines the systematic approach for addressing compliance failures, detailing the step-by-step process from initial detection through full remediation. These procedures ensure consistent, timely responses to non-compliance incidents while maintaining operational continuity and regulatory adherence. It is strongly recommended to have these requirements contractually agreed upon, as specified by the TSR standard.

5.1. Incident Response

5.1.1. **Immediate Notification of Incident:** Set clear notification timelines in case of a security incident during transportation.

5.1.1.1. Immediate notification of theft, loss, or security breach

5.1.1.2. Detailed incident reports within 24 hours

5.1.2. **Use tested communication channels:** Have clear roles and responsibilities between the driver, subcontractor management, and AMC (Alarm Monitoring Center), related to communications.

5.1.3. **Regular updates:** Have a defined process for getting regular updates related to the incident.

5.1.4. **Investigation:** Assign an investigator from the certified LSP to conduct or closely monitor the investigation. Contractually ensure the rights of the certified LSP investigator(s) to contact all involved parties.

5.2. Non-Compliance Response

5.2.1. **Immediate Assessment:** Evaluate the scope and severity of non-compliance.

5.2.2. **Corrective Action Plan:** Develop specific remediation measures with timelines.

5.2.3. **Monitoring:** Increased oversight during the remediation period.

5.2.4. **Verification:** Confirm compliance restoration before normal operations resume.

5.2.5. **Documentation:** Record all actions taken and lessons learned.

6. Conclusions

Successful subcontracting under TAPA TSR requires a comprehensive approach that goes beyond simple contractual requirements. Certification holders must establish robust systems for vendor selection, ongoing monitoring, and continuous improvement. By following this guidance, organizations can maintain their TSR compliance while effectively utilizing subcontracted transportation services to maintain and increase operational efficiency.

The key to success lies in treating subcontractors as integral parts of the security ecosystem, providing them with the tools, training, and support necessary to meet TSR standards while maintaining rigorous oversight and accountability measures.

In the following Appendix, there is a list of topics that are suggested to be reviewed by the certified LSP, before proceeding to TAPA TSR transports subcontracting. This is not an exhaustive list; it is only a list that can be used as a kind of checklist to ensure important topics are not forgotten.

7. Appendix I: List of Topics that should be addressed when subcontracting TAPA TSR Transports

No.	Topic	Yes	No
1	subcontractor Selection and Vetting		
1.1	Due diligence requirements for selecting transportation subcontractors, including email verification and web-page creation date	☒	☐
1.2	Security background checks and verification processes	☒	☐
1.3	Financial stability and insurance requirements	☒	☐
2	Security Standards Compliance		
2.1	Vehicle security systems specifications and requirements	☒	☐
2.2	Maintenance of vehicles and installed security equipment	☒	☐
2.3	Driver selection and evaluation process	☒	☐
3	Contractual Security Provisions		
3.1	Security clauses that must be included in subcontracting agreements	☒	☐
3.2	Liability/Insurance topics	☒	☐
3.3	Performance standards and key performance indicators (KPIs)	☒	☐
3.4	Audit rights and compliance verification procedures	☒	☐
4	Operational Security Protocols		
4.1	Route planning and approval processes	☒	☐
4.2	Secure parking locations	☒	☐
4.3	Communication protocols during transport	☒	☐
4.4	Incident reporting and escalation procedures	☒	☐
5	Monitoring and Response		
5.1	Real-time monitoring requirements	☒	☐

No.	Topic	Yes	No
5.2	Integration of Security systems into the LSP monitoring platform	☒	☐
5.3	Regular security assessments and audits	☒	☐
5.4	Performance review processes	☒	☐
5.5	Corrective action procedures for non-compliance	☒	☐
6	Documentation and Record Keeping		
6.1	Required security documentation	☒	☐
6.2	Record retention requirements	☒	☐
6.3	Reporting obligations and data sharing protocols	☒	☐
6.4	Chain of custody documentation	☒	☐
7	Risk Management		
7.1	Route Risk assessment methodologies for subcontractor operations	☒	☐
7.2	HVTT cargo handling procedures	☒	☐
7.3	Geographic risk considerations	☒	☐
7.4	Threat intelligence sharing protocols	☒	☐
8	Training and Awareness		
8.1	Security training programs for admin personnel	☒	☐
8.2	Drivers Training	☒	☐
8.3	Refresher trainings	☒	☐
9	Incident Management		
9.1	Security incident notification and response protocols	☒	☐
9.2	Investigation protocols and cooperation requirements	☒	☐
9.3	Recovery and mitigation strategies	☒	☐
9.4	Post-incident analysis and improvement processes	☒	☐

8. Appendix II: Case Study on subcontracting TAPA TSR Transports

TAPA TSR Subcontracted Carriers Due Diligence Case Study (Amendment to Subcontracting Guidance Document)

8.1. Objective

This case study aims to illustrate, through a real-world scenario, the risks associated with subcontracting TSR routes and the practical verification steps that should be applied to identify and avoid incompetent or fraudulent carriers attempting to misrepresent themselves as legitimate and competent operators.

8.2. Case Study Scenario

TransSecure Logistics EU, a TAPA TSR Level 1 certified carrier based in Rotterdam, found itself facing a capacity challenge during peak season. The company specializes in high-value electronics and pharmaceutical shipments across Europe and needed to subcontract a critical shipment to Quick Transit, a mid-sized carrier that came highly recommended by a long-standing client but lacked TAPA certification.

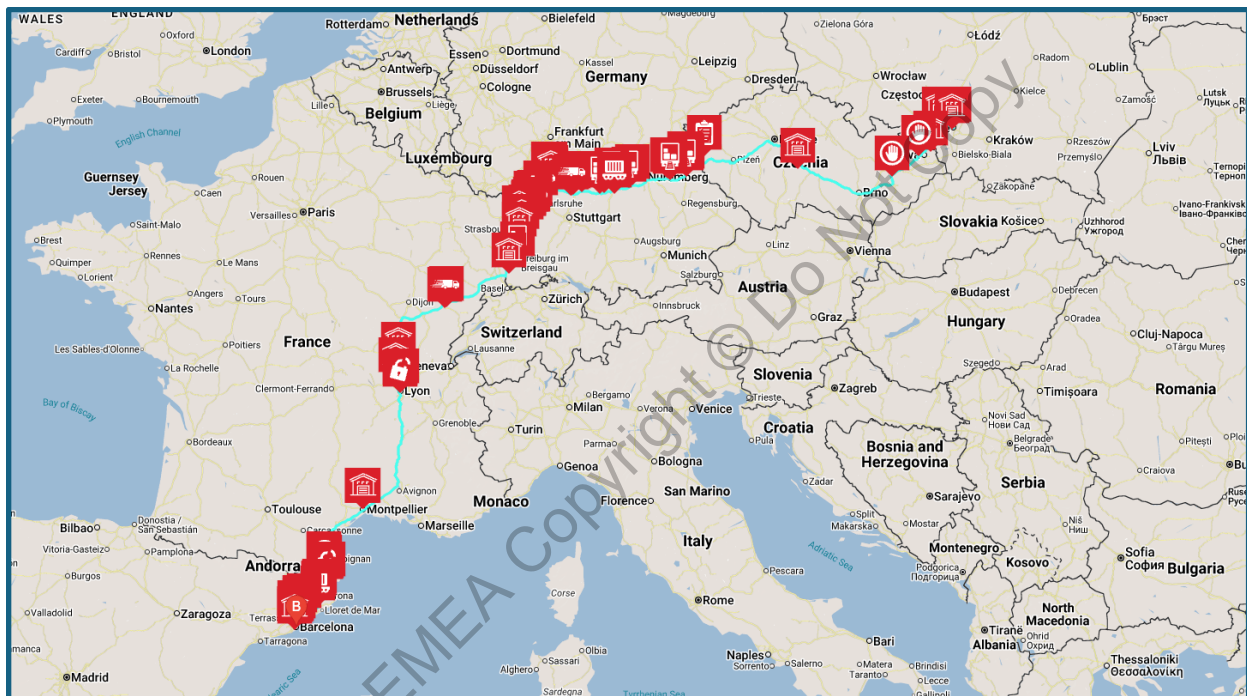
The shipment in question was substantial: €2.5 million worth of semiconductor components that needed to travel 2,400 kilometres from a manufacturing facility in Katowice, Poland to a central warehouse in Barcelona, Spain, within a 72-hour window. The route would cross five countries - Poland, the Czech Republic, Germany, France, and Spain - presenting both logistical complexity and security challenges. On top of this one-off transport need, TransSecure Logistics is also looking for long-term cooperation.

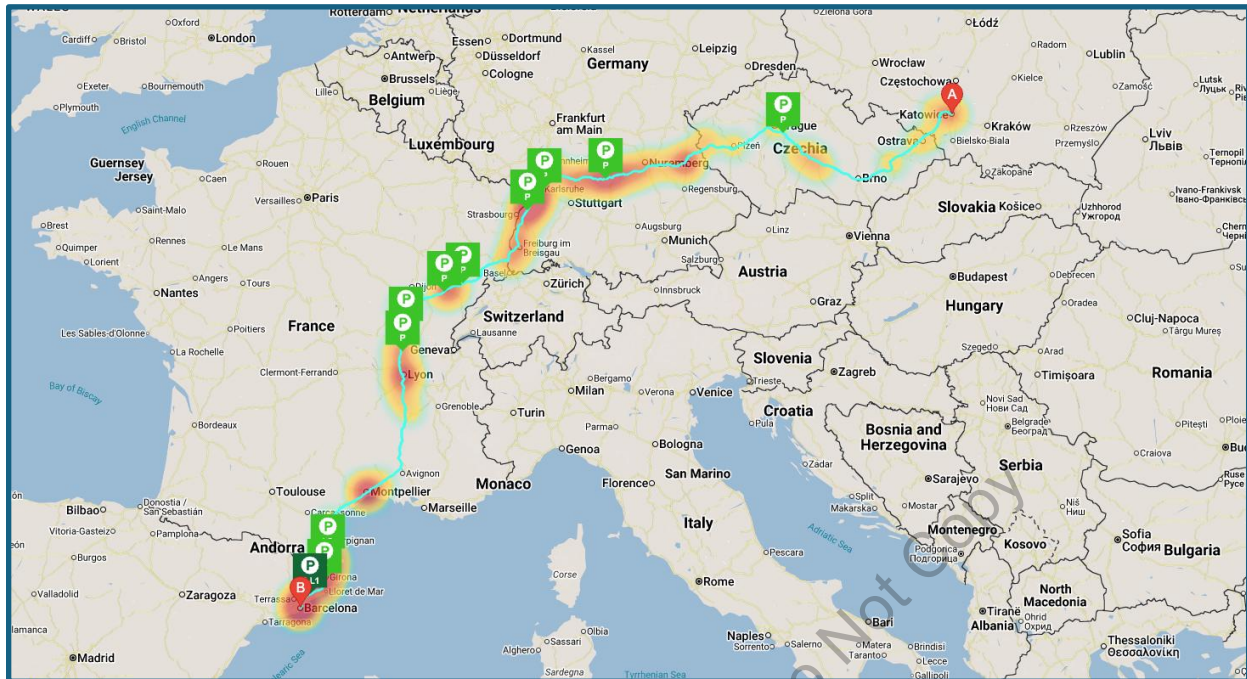
TransSecure was unable to find a certified carrier to execute this route within this time limit; they checked for a non-certified one. TransSecure made an initial route planning to review route details, and it noticed that this is a route with numerous security incidents and that

there are several certified and partner parking locations across the route, covering almost all crime hotspots.

Following a quick analysis of the TAPA TIS data for the last year, TransSecure Logistics found that:

- 77 incidents across the route relate to Theft from vehicle or Theft from Trailer, and
- Out of these 77 incidents, 31 (40%) took place in Unclassified Parking locations.





Adding to the complexity, neither the origin nor the destination facility held TAPA FSR certification. This meant TransSecure faced a triple challenge: working with a non-certified subcontractor while managing security gaps at both the loading and delivery points. As a TAPA-certified carrier, TransSecure had to ensure that the entire transportation activity meets TSR Level 1 security requirements despite these certification gaps.

The decision of TransSecure is to continue the search for the immediate coverage of the urgent transportation needs within the TSR-certified companies and initiate an onboarding process to evaluate whether Quick Transit can be used as a subcontractor of TSR-1 routes in the future. It goes without saying that in any case a non-TSR-1 certified subcontractor is to be used, TransSecure needs to agree with its customer and get a formal approval for this.

8.3. Required Checks and Documentation

For this onboarding process, we shall focus on five key check categories:

- Carrier Qualification
- Security Infrastructure
- Operational Procedures
- Personnel Security, and
- Contractual Requirements.

8.3.1. Carrier Qualification Assessment

Must verify:

- Valid operating licenses and insurance (minimum cargo liability coverage)
- Company registration and financial stability
- Safety records and security incidents history
- Driver qualification standards and background check procedures

Red Flags to Watch:

- ⚠ Reluctance to provide insurance certificates or coverage limits below cargo value (if necessary)
- ⚠ Recently established company with no track record (<2 years)
- ⚠ No formal driver vetting process documented supported by records
- ⚠ Multiple security incidents or recent insurance claims for theft or cargo loss

8.3.2. Security Infrastructure Review

Must verify:

- Use of secure parking facilities with controlled access
- Vehicle tracking systems (GPS with real-time monitoring)
- Physical security measures on vehicles (locks, seals, alarm systems, panic buttons, etc.)
- Alarm monitoring and response protocols
- Office/depot with access control or other security measures to protect confidential shipping documentation

All above areas must be verified prior to any contractual agreement and any transportation assignment.

Red Flags to Watch:

- ⚠ Parking in uncontrolled public areas or unsecured lots
- ⚠ No GPS tracking or outdated tracking technology – no documented response protocols – response is based on ad-hoc decisions
- ⚠ Standard curtain-sided trailers with no additional security for high-value goods
- ⚠ Office location in a high-crime area with no visible security measures
- ⚠ Unwillingness to allow facility/infrastructure visit

8.3.3. Operational Security Procedures

Must verify:

- Route planning and risk assessment procedures
- Communication protocols and incident reporting
- Driver security training programs
- Loading/unloading/short-long breaks security procedures
- Emergency response protocols

Red Flags to Watch:

- ⚠ No documented security procedures or protocols
- ⚠ Drivers plan their own routes without company oversight
- ⚠ No defined communication check-in schedule during transit
- ⚠ No security training provided to drivers
- ⚠ Casual approach to seal integrity and documentation – no seals management process

8.3.4. Personnel Security

Must verify:

- Background screening policy for drivers and office employees' staff
- Employment verification procedures
- ID badge system or other control process for home office and shipping documentation access

Red Flags to Watch:

- ⚠ "We hire anyone with a valid license" attitude – there is a shortage of drivers in Europe, "we cannot be selective" concept

- ⚠ High driver turnover (>50% annually)
- ⚠ No background checks conducted
- ⚠ Subcontracting to unknown owner-operators without vetting
- ⚠ Staff unable to explain basic security procedures

8.3.5. Contractual and Compliance Requirements

Must establish:

- Written subcontracting agreement with security requirements and responsibilities related to TSR requirements' implementation
- Clear liability and insurance provisions and coverage
- Right to audit clause
- Incident notification requirements (immediate reporting)
- Compliance with TAPA TSR minimum standards (even if not certified)
- No further subcontracting is allowed.

Red Flags to Watch:

- ⚠ Resistance to signing detailed security agreements
- ⚠ "We've never needed this before" responses to standard security clauses
- ⚠ Refusal to allow periodic audits or inspections
- ⚠ Vague or evasive answers about previous client relationships

8.4 Training Exercise Outcome

8.4.1. Findings

After initial review, SecureLogistics discovers the following about QuickTransit:

1. ✓ Valid licenses and adequate insurance

2. ✗ GPS tracking not monitored 24/7

3. ✗ Overnight parking at public rest stops

4. ✓ Good financial standing

5. ✗ Drivers always take shortest routes

6. ✗ No formal driver background checks

7. ✗ No fixed vehicle/driver allocation

8. ✗ Reluctance for written procedures

9. ✗ Plans to subcontract further

10. ✓ Acceptance of vehicle audits

8.4.2. Key Takeaway

TAPA TSR1 certified carriers remain fully responsible for security standards even when subcontracting. The certified carrier must ensure non-certified subcontractors meet equivalent security requirements through contractual obligations, verification, and ongoing monitoring. Any security breach by a subcontractor reflects on the certified carrier's compliance status.

8.4.3. Questions on Findings:

You are assigned to review all above information and answer the following questions:

1. Should TransSecure Logistics proceed with QuickTransit? Why or why not?
2. What specific remediation measures would be needed before approval?
3. Who bears the liability risk if cargo is stolen while in QuickTransit's custody?
4. How does this impact TransSecure Logistics' own TAPA TSR1 certification?
5. Is it TransSecure Logistics or Quick Transit that shall execute the route risk assessment, the route planning and the route monitoring?
6. Would there be any difference in the approach in case the value of the cargo was significantly lower (e.g. 300.000 Euros) and the subcontracted route was requested to be TSR-2 or TSR-3?

In the next section, there are four (4) answers per question above and one of them is **marked green**, indicating that this answer is considered to be in the right direction. There are also some justifications why this answer was selected as the best option, as well as some additional justifications **marked red**, indicating why the remaining 3 answers should not be considered as valid choices.

8.5 Answer Sheet

8.5.1. Should TransSecure proceed with QuickTransit? Why or why not?

- A. Yes, proceed immediately. They have valid licenses and insurance, which are the main requirements. The security gaps can be addressed gradually over time.
- B. No, reject them completely. Any carrier without TAPA certification should never be used for high-value cargo transportation under any circumstances.

C.

✓ CORRECT ANSWER

Conditional approval with mandatory improvements and probation monitoring.

- D. Yes, but only use them for lower-value shipments (under €100,000) on well-established routes. This reduces risk while testing their capabilities.

Why this is best:

- TAPA TSR1 carriers can subcontract to non-certified carriers, but must ensure equivalent security standards are met
- The critical gaps (24/7 GPS monitoring, secure parking, background checks, formal security procedures) are addressable
- A phased approach with contractual obligations and monitoring balances business needs with security requirements
- Maintains TransSecure Logistics' compliance responsibility while allowing operational flexibility

WHY THIS IS THE RIGHT APPROACH

Balances business and security; gaps are fixable; ensures compliance responsibility.

Why are other answers less appropriate:

- **A** is too lenient - proceeding immediately with major security gaps exposes TransSecure Logistics to unacceptable risk and potential TAPA non-compliance
- **B** is too restrictive - TAPA standards allow subcontracting to non-certified carriers with proper controls
- **D** appears pragmatic but doesn't address the fundamental security gaps and creates a false sense of security. Even lower-value cargo requires proper security standards

✗ WHAT TO AVOID / RISKS

Immediate approval = high risk; full rejection = too rigid; limited use = false security.

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8.5.2. What specific remediation measures would be needed before approval?

- A. QuickTransit must obtain full TAPA TSR certification before handling any shipments for TransSecure Logistics.
- B. Require only GPS tracking upgrades and written incident reporting procedures. Other issues can be addressed through insurance coverage.

C.

✓ CORRECT ANSWER

Implement full mandatory security requirements.

- D. Require QuickTransit to hire a dedicated security manager and install security cameras on all vehicles within 30 days.

Why this is best:

- Addresses all critical security failures systematically and consistently
- Creates verifiable, measurable compliance standards
- Maintains control over the supply chain (prohibiting further subcontracting)
- Ensures oversight capability through audit rights

WHY THIS IS THE RIGHT APPROACH

Ensures systematic compliance, control, and auditability.

Why are other answers less appropriate:

- **A** is unnecessarily rigid - certification is not mandatory for subcontractors if they meet equivalent standards
- **B** is dangerously insufficient - insurance doesn't prevent theft, and ignores critical human element (driver vetting) and infrastructure gaps
- **D** focuses on specific solutions rather than a comprehensive security framework, and the 30-day timeline may be unrealistic for meaningful implementation

✗ WHAT TO AVOID / RISKS

Certification only = too rigid; partial fixes = insufficient; isolated measures =

8.5.3. Who bears the liability risk if cargo is stolen while in QuickTransit's custody?

A.

✓ CORRECT ANSWER

TransSecure Logistics bears primary responsibility as the contracted TAPA TSR1 carrier, even though the cargo was with a subcontractor. They may have recourse against QuickTransit.

- B. QuickTransit bears all liability since they have physical custody of the cargo and their own insurance.
- C. The cargo owner bears the risk because they chose to ship high-value goods and should have their own cargo insurance.
- D. Liability is shared equally between TransSecure Logistics and QuickTransit since both companies are involved in the transportation chain.

Why this is best:

- The cargo owner contracted TransSecure Logistics, a TAPA TSR1-certified carrier, expecting that level of security
- TransSecure Logistics cannot delegate its security obligations by subcontracting – Everything can be subcontracted, except liability!
- TAPA certification means accepting responsibility for maintaining standards throughout the supply chain
- TransSecure Logistics decided to use a non-certified subcontractor and must own that risk

WHY THIS IS THE RIGHT APPROACH

Customer contract defines responsibility; liability cannot be outsourced.

Why are other answers less appropriate:

- **B** misunderstands the contractual chain - the customer relationship is with TransSecure Logistics
- **C** incorrectly shifts burden to the customer who specifically hired a TAPA certified carrier for enhanced security
- **D** oversimplifies complex liability - the primary contractual obligation remains with TransSecure Logistics regardless of internal arrangements

✗ WHAT TO AVOID / RISKS

Assuming subcontractor liability is incorrect; customer risk transfer is wrong.

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8.5.4. How does this impact TransSecure Logistics' own TAPA TSR1 certification?

A. It has no impact. TAPA certification only covers TransSecure Logistics' own operations, not their subcontractors' activities.

B.

✓ **CORRECT ANSWER**

TransSecure Logistics must demonstrate due diligence, documented security requirements, and ongoing monitoring of subcontractors. Failure to do so, or a security incident due to inadequate subcontractor vetting, could result in non-compliance findings.

C. TransSecure Logistics risks losing certification if they use non-certified subcontractors for any shipments, regardless of circumstances.

D. It only impacts certification if a theft actually occurs. As long as no incidents happen, subcontracting practices are not reviewed during TAPA audits.

Why this is best:

- TAPA TSR standards explicitly address subcontracting and require certified carriers to maintain security throughout their supply chain
- Documentation of vetting, security agreements, and monitoring processes is an audit requirement
- Proactive risk management is required, not just reactive incident response
- Both the process (due diligence) and outcomes (security performance) are relevant to maintaining certification
- Demonstrates understanding that certification is an ongoing operational commitment

WHY THIS IS THE RIGHT APPROACH

TAPA covers full supply chain; proactive compliance required.

Why are other answers less appropriate:

- **A** fundamentally misunderstands TAPA requirements - certification covers the entire service delivery chain
- **C** is incorrect - TAPA allows subcontracting with proper controls in place

- **D** is dangerously wrong - auditors review processes and procedures proactively, not just incident outcomes. Waiting for a theft to identify gaps violates the preventive nature of TAPA standards

✗ WHAT TO AVOID / RISKS

Ignoring subcontractors or waiting for incidents violates TAPA principles.

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8.5.5. Who shall execute the route risk assessment, the route planning, and the route monitoring?

- A. Only TransSecure is allowed by the TSR standard to execute Route Risk Assessments, Route Planning, and Route Monitoring.
- B. Quick Transit must do these activities, as they shall be the actual carriers. TransSecure has nothing to do with internal Quick Transit operations.
- C. Since Quick Transit is not certified and does not have any TAPA Authorized Auditor, they are not mandated to execute Route Risk Assessments and Route planning, therefore the relevant requirement becomes N/A
- D.

✓ CORRECT ANSWER

Either carrier can do. If Route Risk Assessments, route planning and route monitoring are executed by Quick Transit, then TransSecure needs to review and approve them and have a contractual agreement to ensure proper implementation and response.

Why this is best:

- It allows operational flexibility without allowing TransSecure to assign full responsibility to Quick Transit
- Quick Transit can execute route risk assessments and route plans, but they need to have them reviewed and approved by TransSecure
- It does not mandate technical complications by requiring Quick Transit monitoring and response activities to be integrated into Trans Secure relevant platforms/operations.
- It ensures that all Route Risk Assessments, Route Planning, and Route Monitoring/Response TAPA TSR requirements are satisfied.

WHY THIS IS THE RIGHT APPROACH

Ensures flexibility with control and compliance.

Why are other answers less appropriate:

- **A** is incorrect - there is no such requirement in the TAPA TSR standard.
- **B** is also incorrect – the TSR certified carrier is responsible for the correct application of all standards' requirements.

- **C** is obviously wrong – Route Risk Assessments, Route Planning, and Route Monitoring/response requirements are 100% mandatory and consist of very important pillars of secure transportation.

✗ WHAT TO AVOID / RISKS

Full delegation or ignoring requirements breaks compliance.

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8.5.6. Would there be any difference in the approach in case the value of the cargo was significantly lower (e.g. 300.000 Euros) and the subcontracted route was requested to be TSR-2 or TSR-3?

- A. The approach and the remediation measures should be identical to TSR-1, since there are several requirements in the standard that are mandated for subcontractors as well.
- B. For TSR-2 and TSR-3, a lighter approach in process and the physical security should take place as the risk of robbery has already been assessed to be lower than in the TSR-1, and according to TSR-2 and TSR-3, less physical security equipment should be necessary.

C.

✓ CORRECT ANSWER

The approach should be identical but only the applicable remediation measures appropriate for TSR-2 and/or TSR-3 should be requested.

- D. A totally different approach should be established to adhere to the lower TSR levels required.

Why this is best:

- It respects the TSR requirements of the relevant level, ensuring that all relevant physical security requirements are established.
- Security Management requirements (that remain the same across the 3 levels) are addressed.
- A full TSR-1 level of remediation would be disproportionate for lower-value cargo. Requesting only TSR-2 or TSR-3 measures reflects sound risk management while still maintaining subcontracting oversight integrity.
- Maintaining the same overarching approach across different cargo values and TSR levels keeps the process defensible and traceable. Deviating based solely on cargo value could introduce procedural gaps, whereas your answer correctly preserves the framework while adjusting only the applicable controls.

WHY THIS IS THE RIGHT APPROACH

Maintains framework integrity while adjusting controls.

Why are other answers less appropriate:

- **A** is incorrect – Remediation measures for level 1 are different from those in levels 2 and 3.
- **B** is also incorrect – a lighter approach in the process will insert inconsistencies and increase the probability of insufficient robbery risk coverage.
- **D** is obviously wrong – Any different approach does not ensure compliance with TSR.

✗ WHAT TO AVOID / RISKS

Over- or under-engineering creates risk or inefficiency.

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