

**Event:** Red Zone Thefts

**Date:** November 19, 2014

**Location:** United States

**Description:** Mid-way through the volatile fourth quarter push, FreightWatch International has observed an unusually high rate in violations of best practices for in-transit security. Integral to lowering risk is the adherence to the practice of never stopping in the Red Zone (defined as the first 200 miles from the shipment's origin). In the past three weeks, there have been three FTL thefts reported in the United States directly attributed to staging cargo within Red Zone.

Specific *Modi Operandi*, geographical patterns, and organized criminal involvement are all being analyzed with respect to these thefts. One commonality remains: historically, a vast majority of cargo theft occurs within the first 200 miles of transport – these thefts continue to follow that pattern.

**Recommendation:** FreightWatch International recommends all shippers, 3PLs, and carriers ensure they are following best practices for in-transit security. Drivers should arrive well-rested (with enough DOT hours for at least four hours of driving) and with properly-fueled tractors (enough to traverse far outside of the Red Zone before stopping). If your operating model permits, shippers and 3PLs should turn away drivers who cannot exit the Red Zone. Emergency stops within a Red Zone should be carefully monitored with constant communication between the driver and over-watch service strictly enforced. Lastly, unattended staging (for any length of time) in the Red Zone should be avoided at all costs. Should it be the only option, drivers should ensure the conveyance is parked in a well-lit, secured area with the trailer backed to a permanent fixture or natural obstacle, and employ sound technology such as brake locks, fuel cut-offs, and covert GPS tracking with active monitoring.