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Cargo Security

Literature Survey

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U.S. Department of Transportation
Office of Transportation Security

CARGO SECURITY LITERATURE SURVEY

APRIL 1979

**DEPARTMENT OF TRANSPORTATION
OFFICE OF TRANSPORTATION SECURITY
WASHINGTON, D. C. 20591**

F O R E W O R D

"Goods in United States commerce flow should arrive at the destination intact, undamaged, on time, at minimum shipper costs, with a reasonable carrier profit." This has always been the prime objective of the Department of Transportation. Less than perfect performance of any part of the first three factors - completeness, damage-free and timeliness have a direct effect on the last two - shipper costs and carrier profits.

Cargo theft and pilferage losses in transportation have been estimated to exceed \$1 billion annually in direct costs with several billions more in indirect costs. Of course, these costs constitute a major drain on United States commerce.

By the establishment of an effective cargo security system, transportation management can eliminate - or at least, decrease theft and pilferage losses, increase profits, provide more reliable and efficient service and ultimately make goods available at lower costs. Cargo security is the joint responsibility of shippers, carriers and receivers. Everyone concerned with domestic or international trade should be interested in the complete delivery of goods and the avoidance of unnecessary economic waste.

The literature survey has many purposes: to acquaint the user with the extent that cargo is not as secure as it should be; to indicate that the newspapers, magazines, private industries, government agencies, trade and professional associations are aware of the problem and its magnitude and finally, that there are groups that have discussed the problem in meetings, conferences and seminars.

This publication provides useful information and sources of information in an effort to achieve the maximum exposure of the cargo security problem(s) and what has been said about it - both good and bad. This information has been offered in the form of citations and abstracts so anyone can secure the complete article or book to expand awareness of the problem or a specific part of it. One conclusion, made from a close review of the listings - contrary to popular opinion, all aspects of cargo theft - not just the high profile type of hijacking have been addressed at one time or another.

Concept-wise, the survey looks at the overall cargo security problem magnitude, discusses problems within the four major transportation modes (motor, air, railroad and water) and closes out with a section on transportation cargo security conferences that have been held in recent years to focus attention on the problem(s). Each individual mode section is broken into: its specific problem(s) and the countermeasures that have been used to hopefully correct the problem(s).

The Office of Transportation Security in the Department of Transportation realizes that this compilation of sources and abstracts (1970 - 1976) cannot be as complete as desired. We acknowledge the cooperation of those whose citations are shown and wish to extend to those who know of any articles, papers, books, publications and seminars that have been overlooked to inform this office so that they may be researched and added to future updates. Also, we would appreciate and consider any suggestions regarding changes in format that any reader might want to take time to discuss.

The Office of Transportation Security wishes to express its gratitude to the International Association of Chiefs of Police (IACP) and especially to Mr. T. Fogarty of the Illinois Central Gulf Railroad for his continued interest and leadership as Chairman of the IACP Cargo Theft Committee.

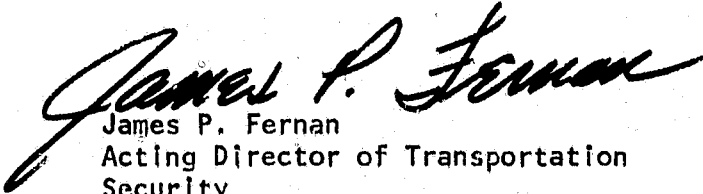

James P. Fernan
Acting Director of Transportation
Security

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SECTION 1

CARGO SECURITY IN TRANSPORT SYSTEMS

PART A: THE PROBLEM

(1) OVERVIEW

1A1.1

Thieves taking big bite from transport industry, by Clarence J. Lang. SEALIFT, v. 22(5), May 1972:8-11,19+

1A1.2

DOT-financed study estimates yearly loss to cargo thieves at just over \$1 billion, TRAFFIC WORLD, v. 150(13), June 26, 1972:58.

The Department of Transportation has released a report in which DOT-financed researchers estimate that cargo thieves are costing the transportation industry over \$1 billion a year in direct costs and much more when indirect costs are considered. The \$1 billion figure is described as conservative. The report says that truckers lose most (850.5 million), followed by maritime industry (85.5 million), railroads (54.5 million) and airlines (5.4 million). The report, compiled by research firm of Braddock, Dunn and McDonald of McLean, Virginia, was made public by the Secretary of Transportation, John A. Volpe, on the eve of the second annual Cargo Security Conference held June 20 and 21 in Washington, D. C. It was the main topic of conversation for the more than 300 attending the conference.

1A1.3

Crime and Security Section: The scope of the problem, TRANSPORTATION AND DISTRIBUTION MANAGEMENT, v. 12(7), July 1972:18-31.

Transportation crime today is big--very big, accounting for at least \$1.5 billion in direct costs and perhaps as much as \$10 billion in indirect costs. It also seems to have joined prostitution, gambling and narcotics as another, though relatively new aim of organized crime.

1A1.4

Confusion, Conspiracy and the Common Denominator in Cargo Theft by L.A. Tyska. SECURITY MANAGEMENT, v. 18(6), January 1975:8-18.

Factors which facilitate cargo thefts are reviewed, and measures such as the improvement of physical security are suggested to reduce cargo theft incidents. The author states that confusion at all cargo handling sites and terminal facilities is a major factor in cargo thefts.

Confusion is defined as the uncontrolled coming and going of personnel, visitors and equipment in the confused climate of a cargo handling facility; conspiracies involving the gathering of truckmen, clerks, checkers, laborers, or supervisors to commit cargo thefts may also arise. The author states that the final link in cargo crime is the dishonest truckman - the common denominator. It is suggested that good physical security will provide satisfactory entrance and exit points where the terms of entry can be set, pre-screening of those entering can be used to reduce confusion.

IA1.5

Cargo Security and the Cash Flow Position, by Henry Englisch. SECURITY MANAGEMENT, v. 19(3), July 1975:28-30.

The author briefly relates several ways in which inadequate cargo security can adversely affect a company's cash flow and offers twelve simple suggestions for reducing such losses. Cargo theft costs the company through insurance payments, claims processing costs, loss of sales, and loss of markets basic practices, such as varying shipping schedules and routes, careful screening of potential employees, and unitized packaging of multiple small items, can significantly improve cargo protection with minor expense and inconvenience.

IA1.6

DOT publishes results of cargo liability study, TRANSPORT TOPICS, No. 2092, September 1, 1975:17.

DOT publishes the results of a 30-month study of cargo loss and damage in domestic and international commerce. Report shows that the total cost of theft-related cargo losses for all modes is estimated to be more than \$1 billion annually and loss not related to theft is probably more than \$2 billion per year.

IA1.7

Article from special section on marine insurance; William K. McCardell, Inland Marine Underwriters Association Chairman, says only 20% of cargo thefts in US are hijacks; says most thefts occur with cooperation of dishonest employees; discusses methods for minimizing losses. September 15, 3:1.

JOURNAL OF COMMERCE 1975

IA1.8

Sixth article on series by Lynn Brenner and Phil Zinkewics on problems of cargo security; a 1974 Department of Transportation (DOT) survey found motor carrier losses between 1.5 cents and 85 cents on every dollar of profit and another survey found airline cargo losses between 20 cents and \$7.50 per 1,000 tons; DOT

Security Director Daniel Ward says some loss rate probably holds for marine carriers although no formal survey has been made; Ward says DOT want transportation industries to control problem voluntarily but will seek legislation if necessary. October 21, 2:1.

JOURNAL OF COMMERCE 1975

1A1.9

Eighth article in series on cargo security discusses major problem of losses due to crime; major categories are large scale theft and pilferage; Federal regulatory agencies squabble over jurisdiction and large Federal funds to combat problem; President Ford's Executive Order 11836 directs Secretary of Transportation to oversee National Cargo Security Program; US Customs representatives blame crime on lack of management control, maintain Customs is most effective agency; Customs conducts anticrime seminars, patrol ports, established spot investigation unit C-PACC, and urges better terminal security; US attorneys target trouble spot cities for coordinated action with local law enforcement agencies. October 23, 26:6.

JOURNAL OF COMMERCE 1975

1A1.10

Ninth in series of articles on cargo transportation; notes rail security has improved but losses in transport of automobiles from damage and theft have climbed nearly 50% between 1970 and 1973; cigarette industry losses from theft in transit, for example, are about \$1.5 million a year; hijackings account for less than 15% of theft; recommended measures to improve cargo security include additional locking devices on high theft exposure routes, better records on where losses occur, and stricter cargo documentation. October 24, 2:1.

JOURNAL OF COMMERCE 1975

1A1.11

Theft of freight from trucks, trains, planes and off docks in Texas described; US Representative J.J. Pickle estimates additional costs of duplication of cargo, insurance costs and transportation, along with value of stolen goods amounted to national sum of \$4 billion in 1975; Jack C. Bryan, Director of Safety Maintenance and Security for Texas Motor Transportation Association, comments on cargo thefts in Texas; security measures taken by trucking companies described. March 17, 8:6.

JOURNAL OF COMMERCE 1976

1A1.12

Distribution Center Management's Security Monitor, by S. Astor, SECURITY WORLD, v. 13(10), October 1976:22-23.

The author identifies areas where losses can occur in warehouse/distribution center facilities and describes

some frequently used inadequate loss prevention activities. Areas singled out for protection efforts include receiving fraud, shipping fraud, driver theft, employee pilferage, intruder theft, hijacking and fraudulent salvage sales. Some examples of successful loss prevention programs are presented.

IAI.13

Stealing is easier than working, by Tom Foster. DISTRIBUTION WORLDWIDE, v. 75(11), November 1976:34-37.

A convicted hijacker explains how profitable a life of crime can be. He is in the second year of this sentence, and will soon be eligible for parole, which may be the reason he consented to this interview. His comments provide a rare insight into the criminal mind. And the secrets he reveals should help the shipper better protect himself from the professional thief.

IAI.14

Cargo thefts a continuing threat, by Richard Cross. COMMERCIAL CAR JOURNAL, v. 32(6), February 1977:82-89.

In 1976, the national average for freight lost in a single hijack was above \$50,000 according to Roderick McNamara, Chairman of the Cargo Loss Prevention Committee of the Inland Marine Underwriter's Associates. New York City and New Jersey are said by insurance spokesmen to be the nation's highest crime areas, including truck thefts.

IAI.15

Federal agents report rapid rise in hijackings and other thefts at truck terminals and railyards around port of NY; thefts there are rising at a time when pilferage on piers is down; chief problem areas is said to be a 2-mile-long Conrail freight yard along Fish House Road, Kearny, NJ; 6 Conrail employees have been arrested in connection with thefts; FBI agents Louis A. Giovanetti and Robert H. McCartin and Conrail representative Geroge Eastland comment; illus. March 28, 63:1.

NEW YORK TIMES 1977

IAI.16

Cargo Security - A Selected Bibliography, HEADQUARTERS MILITARY TRAFFIC MANAGEMENT AND TERMINAL SERVICE, 1974.

Three hundred eighty (380) entries covering the cargo security field are listed for the years 1969 through 1974. Titles and sources cover all of the transportation modes.

PART B: COUNTERMEASURES**(1) OVERVIEW**

1B1.1

Standards for Cargo Security, prepared by: U.S. Department of the Treasury, Washington, D. C., 1972. 13p.

General standards and recommended specifications for facility personnel security at cargo terminals.

1B1.2

FAA 74 0635, Interagency Committee on Transportation Security Carrier Liability and Claims Practices, June 1972. 25p.

This pamphlet outlines the liability of Federally regulated common carriers in the various modes of transportation. It includes information relating to whether the carrier's liability is absolute or limited, the amount of limits of his liability and the provisions for released rates, declared value and excess valuation. In addition, related provisions with respect to the options available for additional coverage, or for insurance; packaging responsibilities of the shipper; notification of loss, delay or damage including concealed loss or damage; the time for filing claims on concealed or visible loss, damage, delay; and the time for bringing actions are covered.

1B1.3

DOT P 5200.3, An Economic Model of Cargo Loss--A Method for Evaluating Cargo Loss Reduction Programs, Washington, D.C., U.S. Government Printing Office, 1972, 79p., prepared for: Department of Transportation, Office of Transportation Security by Braddock, Dunn, and McDonald (BDM) under Contract DOT-OS-20011.

Collection and analysis of cargo loss data to define the causes and amount of loss with basic specifications for a cargo loss information management system (CLIMS). The study demonstrates that it is feasible to define the cost of cargo loss in sufficient detail to identify problems, measure the effectiveness of cargo loss reduction programs, and compare the cost of implementing such programs against the cost advantages which might be realized. The cost-model developed defines cost factors and their interrelationships based on existing source data from freight claim documentation from shippers and carriers.

1B1.4

Nineteen Seventy-Two Look at Cargo Security--Everyone's Business, by Alan Bible. TRAFFIC WORLD, March 20, 1972:25,27-31,34.

Problems of cargo security and the impact of increasing cargo losses on all segments of the economy are reviewed, and possible legislative measures to reduce cargo losses are outlined. The author states that increasing recognition is being given to the problem of cargo theft and hijacking, Federal efforts to halt cargo thefts, such as a four-day cargo crime conference, a 12-point Federal program including physical security guideline measures, and pilot security projects, and development of uniform cargo loss reporting rulemaking proceedings are described. Other subjects discussed in this article include the impact of cargo theft on businesses and the transport industries, types of cargo theft, the reactions of insurance companies to cargo thefts. The author proposes legislation to: 1) set up a national commission on the security and safety of cargo; 2) attack the criminal redistribution "fence" system, and 3) require airlines to compensate shippers at full cash value for the theft, loss, or damage to cargo.

1B1.5

Crime and Security Section: Cargo Security Checklist. TRANSPORTATION AND DISTRIBUTION MANAGEMENT, v. 12(7), July 1972:18-31.

Various private and public agencies, industry groups and individuals concerned with cargo security have constructed checklists for management guidance in the development of programs and techniques aimed at preventing cargo loss. Transportation and Distribution Management presents here for the first time a compilation of strategic measures.

1B1.6

Crime and Security Section: What the Modes are Doing. TRANSPORTATION AND DISTRIBUTION MANAGEMENT, v. 12(7), July 1972:18-31.

In the final analysis, the railroads, trucking companies, airlines and shipping companies must themselves be responsible for the safety of freight entrusted to their care.

1B1.7

Roemer, F.J. Summary of Programs to Reduce Crime in Transportation, Milwaukee, Marquette University, 1973. 21p.

This summary provides brief project descriptions and funding information on active programs for fiscal year 1973 and proposed programs for fiscal year 1974 for organizations and agencies involved with transportation programs sponsored by the following groups

are covered in this document; the Office of the Secretary of Transportation, the United States Coast Guard, the Federal Railroad Administration, the Urban Mass Transportation Administration, and selected universities. Among the program described in this publication are projects to reduce cargo theft, to reduce vandalism, to improve passenger security, and to reduce crime in transit properties.

1B1.8

Report No. UMTA-CD-11-0003-74-1, PB 235 671, Kenkel, John. Factors Affecting Cargo Liability Problems in Urban Goods Movements and Proposed Solutions--Washington, Consortium of Universities of the Washington Metropolitan Area, 1974. iv, 86p. Sponsored by the Urban Mass Transportation Administration.

The purpose of this monograph is to review the foundations of the problems of today's world of cargo liability and seek answers or at a minimum, avenues of approach, to modernize this archaic system to meet the demands of tomorrow's transportation system. The objectives and scope of this report are designed: 1) to synthesize past and current efforts of the U.S. Department of Transportation (DOT) related to this problem; 2) to review present and future parameters affecting cargo liability; 3) to set forth the goals to mitigate the problem; 4) to review the adequacy of today's cargo liability procedures; and 5) to enumerate proposed solutions for tomorrow's world.

1B1.9

A Transportation Security Prospectus, by Daniel A. Ward. SECURITY MANAGEMENT, v. 18(4), September 1974:8-11.

Eighty-five percent of the stolen cargo goes out of the front gates of transportation facilities during normal working hours in the possession of persons or on vehicles authorized by transportation management to be on the premises. The first breakthrough from the vague and nebulous "Cargo Security Drive," as it was identified in the summer of 1971, was an analysis of the cargo theft problem that has since been widely accepted by the transportation industry as being highly accurate except for rail cargo. This article examines progress in the fight against theft and pilferage since 1971 and examines future trends in this area.

1B1.10

Article calls for public awareness of cargo theft problem, TRANSPORT TOPICS, no. 2065, March 10, 1975:11.

According to an article, "Wheeler and Dealer and Stealer," written by William R. Lichtenberger, a second vice president of the Aetna Insurance Company in Hartford, in the current issue of Babaco News, greater public awareness is

essential if we are to overcome the cargo theft problem. According to Mr. Lichtenberger, loss and damage fuels inflation and the consumer bears the entire cost in the price he pays for goods. Consequently cargo losses must be stopped in the marketplace--greater public enlightenment is essential in this regard.

1B1.11

Cargo Theft Control, by L.J. Reed. SECURITY MANAGEMENT, v. 19(3), July 1975:24-27.

Corporate preventative planning and careful execution of such plans in every phase of operations is the key to the successful reduction of cargo losses. The author, a security director of a freight company, asserts that laxity, confusion, and poor definition of areas of responsibility among management and employees are major contributors to cargo theft. The potential role of Federal transportation regulation agencies to set minimum security standards is also discussed.

1B1.12

U.S. Deputy Attorney General Harold R. Tyler, Jr. states that transportation industry must take lead in curbing cargo thefts in speech given at Airport and Seaport Police Association Conference; proposed that transportation management, shippers and receivers institute security program similar to airlines. October 6, 29:4.

JOURNAL OF COMMERCE 1975

1B1.13

Cargo Security in Transport Systems, Part I -- Pilferage and Cargo Security, 1976. Prepared by: International Handling Coordination Association, London, England. 8p.

This report, the product of an international study into the causes of pilferage and the security measures which can be taken to prevent it, surveys the problem of petty theft in transport terminals. The physical and administrative factors contributing to pilferage (the theft of one or more items out of a package usually on impulse) are preoutlined and some recommendations made for counteracting their effect. In addition, overall cargo security is briefly reviewed, from both a physical and administrative point of view, and recommendations made to assist general security programs. A bibliography is included. For Part II, see "Major Theft and Cargo Security."

1B1.14

Cargo Security in Transport Systems, Part II -- Major Theft and Cargo Security, 1976, Prepared by: International Cargo Handling Coordination Association, London, England. 13p.

This report, the product of an international study into the causes of major theft and the security measures which can be taken to prevent it, surveys the problem of major theft in transport terminals. The indirect effects of cargo loss, as opposed to the direct financial loss, are explained with a view to showing that the latter can only be considered the "tip of the iceberg" when calculating total loss. The physical and administrative factors contributing to major theft are outlined in some detail, and some recommendations are made for counteracting their effect. Cargo security, both physical and procedural, is reviewed and recommendations made in order to assist general cargo security programs. In addition, the theft of, and from, containers is discussed and recommendations made as a general "code of practice" to help reduce the ever increasing incidence of theft in this transport mode. Appended are cargo security checklists covering warehouse, lighting and personnel identification systems. A bibliography and a summary of Part I, "Pilferage and Cargo Security," are also included.

1B1.15

Cutting cargo losses takes teamwork, INDUSTRY WEEK, v. 188(3), January 19, 1976:31.

A former FBI agent now working for a large trucking firm as director of loss prevention advises there is a way to prevent rising theft and losses--if the shipper, carrier, and consignee work together. The shipping community, including the government, must accept the responsibility and exercise top-management influence on those factors which they primarily control, such as packaging, labeling, and commodity description. Article gives suggestions on what the shipper, carrier, and consignee can do.

1B1.16

Expert advice on: How to stamp out employee theft at your warehouse, by Barbara J. Bagley. TRAFFIC MANAGEMENT, v. 15(8), August 1976:36-38.

One of the fastest growing industries in the United States today employs numerous professional and skilled people, grosses well over \$20 billion annually, enjoys

a 100% profit margin, and sells every product it gets its hands on; but it's not taxed by the government or listed in the stock exchange. It's employee theft. Many companies have not been overly concerned with shortages and losses in the past, since profits were high in a booming economy. During the past three years, however, a recession-conscious business community has been discovering just how much of its profits are being stolen. The trend, therefore, is to enhance security by every available means.

IBI.17

Cargo Security Checklist, TRAFFIC WORLD, v. 170(1), April 4, 1977:33-38,40+.

Various private and public agencies, industry groups and companies, concerned with cargo security have drawn up checklists to help management develop programs and techniques aimed at preventing cargo loss. Traffic World presents a compilation of these measures drawn from a variety of sources.

IBI.18

Prevention of larceny in freight handling: editorial, TRAFFIC WORLD, v. 70(1), April 4, 1977:7.

Experience during the years in which records of intransit loss or damage of freight have been kept seems to demonstrate that some of the transportation ills that result in such loss or damage are chronic and are not greatly alleviated by diligent remedial efforts. There are, however, a few areas of "FL&D" affliction that do show some encouraging response to treatment. One of them is the area of cargo theft or pilferage.

IBI.19

Adams reports gains in war on cargo theft, TRANSPORT TOPICS, no. 2174, April 11, 1977:1,27.

Despite cargo losses exceeding \$1 billion annually, the cooperative effort of government and industry to combat theft is showing encouraging progress. Transportation Secretary Brock Adams said in an annual DOT report on cargo security. Cargo losses in the trucking industry have stabilized, and the trend is expected to improve the DOT Secretary said. He recommended that the National Cargo Security Program be continued at least through March 1978.

IBI.20

American Institute of Marine Underwriters. Cargo Loss Prevention Recommendations, New York.

PART B: COUNTERMEASURES

(2) LAW ENFORCEMENT

1B2.1

U.S. Department of Justice. Federal Law Enforcement and Criminal Justice Activities -- Attorney General's Annual Report, 1st, 1971, Washington, D.C., Department of Justice, 1972. 542p.

Attorney General's report contains an official analysis of the law enforcement functions of the various Federal agencies and organizations. The report includes a government-wide narrative compilation of criminal justice assistance programs for states and cities, also included is a report on Federally supported crime reduction programs in Washington, D.C. The material and statistics reflect activities for fiscal year 1972 as well as several years prior to that date. This publication represents the first authoritative reporting in one volume on all Federal efforts in such areas as narcotics and dangerous drugs, organized crime, juvenile delinquency, corrections, civil disorders, white collar crime, passenger and cargo security, bombs, and related research.

1B2.2

Aerospace Corporation, Equipment Systems Improvement Program-- Law Enforcement Developing Group--Annual Operating Plan, FY 1976, Prepared for: Law Enforcement Assistance Administration, Washington, 1975. 36p.

Description of seven continuing development projects, two continuing evaluation projects, and a new development project to improve police cars. The development projects include a cost effective burglary system, a citizen alarm system, a speaker identification system, and a cargo security system. The remaining development projects deal with blood and bloodstain analysis, control of illegal use of explosives, and the detection of gunshot residue. The evaluation projects involve field testing of the citizen alarm system and body armor. A list of the planned fiscal year 1976 accomplishments for each project is included.

1B2.3

Customs-tailored enforcement techniques--trouble for Federal Law breakers, by V.D. Acree. FBI LAW ENFORCEMENT BULLETIN, v. 45(1), January 1976:16-20.

A number of techniques employed by the US Customs Service in detecting illicit drug movements and other Federal law violations are discussed. They include a

ground movement sensor system for remote areas, aircraft support patrols, narcotics detector dogs, and cargo security seals.

1B2.4

Major Property Crime in the United Kingdom: Some Aspects of Law Enforcement. University of Edinburgh, 1976.

Compilation of twenty-six papers and three workshops presented at a September 1975 conference. The publication provides basic information on recent security developments, discusses practical problems in the administration of crime control and encourages development of serious academic research on these issues.

PART B: COUNTERMEASURES

(3) GOVERNMENT INITIATED COUNTERMEASURES

1B3.1

U.S. Customs attacks theft, by Eugene J. Rossides, TRAFFIC WORLD, v. 149(12), March 20, 1972:67,140-141.

The Treasury Department developed in 1969 a three-pronged program to curtail cargo theft at our airports and sea-ports of entry. The goals were to improve physical protection for cargo, to tighten up carriers' accountability for cargo in their custody, and to obtain needed additional authority to combat this problem with full effectiveness. The Bureau of Customs was charged with implementing this Treasury program, and the following is a report of what has been done.

1B3.2

Cargo apathy + dishonesty = cargo loss, by Bradford J. Bernerd, TRANSLOG (JOURNAL) MILITARY TRANSPORTATION MANAGEMENT, v. 3(5), May 1972:6.

As the single manager agency for military traffic management, land transportation and common user ocean terminals in the United States, MTMTS is seeking to rewrite this formula and provide the best possible safeguard for DOD property and cargo in transit. Studies of this growing problem reveal that two major system deficiencies are the lack of accountability and the inability to develop positive audit trails which are necessary to promptly identify and resolve shipment discrepancies. To correct these deficiencies, Port Pilferage Prevention and Detection Teams (PPP&DT) were established in 1971 at MTMTS area headquarters in Brooklyn and Oakland for the purpose of monitoring the cargo documentation, receipt, handling, storage and disposition processes in improving government property. Although this innovative program has been in existence only 1 year, it is achieving results.

1B3.3

The MTMTS cargo security program, by Gerald H. Lucas, TRANSLOG (JOURNAL OF MILITARY TRANSPORTATION MANAGEMENT), v. 3(3), March 1972:2.

Standard elements of any good security program are the foundations for the MTMTS program.

1B3.4

U.S. Interagency Committee on Transportation Security. Inventory of technology and programs applicable to cargo security; a report of the Technical Coordination Subcommittee, prepared for the Interagency Committee on Transportation Security, June 1, 1972. (Robert H. Cannon, DOT Chairman) Washington, D. C., Department of Transportation, 1972. 35p. Prepared with the assistance of the MITRE Corporation under Contract No. DDT TA 70-WA-2448

The purpose of this report is to assemble in one document a summary of government programs and capabilities that are useful in protecting cargo against theft. This summary is based upon descriptions submitted by government agencies involved in physical security research and development programs. The information is presented in essentially the format and detail submitted by the agencies; some agency descriptions have been shortened to maintain consistency and some editorial changes were made for clarity.

1B3.5

U.S. Interagency Committee on Transportation Security. Cargo security equipment applications guide, a report of the Technical Coordination Subcommittee, prepared by the Interagency Committee on Transportation Security, June 1, 1972. (Robert H. Connor, DOT, Chairman), Washington, D. C., Department of Transportation, 1972. Prepared with the assistance of the MITRE Corporation.

Working Group II of the Technical Coordination Subcommittee of the Interagency Committee on Transportation Security as requested to prepare an inventory of off-the-shelf equipment available for immediate use in cargo security. Toward this end, a number of surveys were made of intrusion detection equipment, one by Federal Government agencies or tested under government auspices. This report is a summary of the findings of these surveys. The purpose of the surveys was to identify intrusion detection equipment used or tested by the government that might be useful in matching cargo against theft.

1B3.6

ATA safety moves landed: DOT's Davis says hijacking, theft curbs "are working," TRANSPORT TOPICS, no. 192-7, June 6, 1972: 16.

Benjamin O. Davis, Jr., Assistant Secretary of Transportation for Safety and Consumer Affairs, declared that all-out effort by the Department of Transportation to curb

airline hijacking, transportation cargo thefts, and highway accidents and deaths "are working." Addressing the National Safety Meeting of American Trucking Associations, he said it is becoming more difficult for hijackers and thieves to operate in the nation's transportation system, and that research has proved that when theft and pilferage are treated as the exception to the rule rather than the rule, losses diminish.

1B3.7

Nixon voices concern over cargo theft problems, *TRAFFIC WORLD*, v. 150(13), June 26, 1972: 88

President Nixon has urged a halt to cargo theft and has directed the Secretary of Transportation to continue seeking answers to theft problems. In a message to those attending the Second Annual Cargo Security Conference, the President expressed his concern.

1B3.8

Crime and Security Action; The Legislative Battlefronts, *TRANSPORTATION AND DISTRIBUTION MANAGEMENT*, v. 12(7), July 1972:18-31.

For many years, the transportation criminal operated more or less freely. That structure is changing, thanks largely to an energetic Senate Committee that doesn't hesitate to use the unofficial big stick to accomplish whatever can't be done through orthodox channels.

1B3.9

Senate passes bill to combat cargo thefts; Bible's proposal added to measure on organized crime, *TRANSPORT TOPICS*, no. 1936, September 18, 1972:1,38.

Senator Alan Bible's long-dormant proposal for curbing cargo theft has been incorporated with another Senate measure and approved. It is awaiting action by the House Judiciary Committee. The bill pertains to all cargo on a vehicle or vessel, or on a dock, platform or warehouse, any articles to be moved by a common carrier and any items in transit, including those belonging to a passenger.

1B3.10

Senate passes bill to combat cargo thieves, *TRANSPORT TOPICS*, no. 1965, April 9, 1973:1.

Senator Alan Bible's bill to combat organized theft in freight transportation has passed the Senate for the second time in slightly more than six months. The only difference this time is that the bill has been sent to the House as a single measure. Bible's bill has the support of all carrier organizations, including American Trucking Association. There is no known congressional opposition to the legislation.

1B3.11

U.S. Congress, Senate Select Committee on Small Business, Washington, D.C. 1973, 206p. Criminal Redistribution Systems and Their Economic Impact on Small Business - Hearings Before the Senate Select Committee on Small Business, Part 2 - Appendix, May 1-2, 1973.

An overview of small business crime, and reports on theft of air, maritime, truck and railroad cargo. The initial report highlights some major findings of a 1969 study by the small business administration on crime against small business and its recommendations for managerial practices, building security, insurance requirements, and developing new technological systems and devices. The remaining reports on specific kinds of cargo theft all emphasize the need for improved methods of crime data collection, the general weaknesses in security arrangements, and the role of packaging in crime prevention. Additional considerations unique to each cargo type are also discussed. All reports conclude with specific recommendations for action to be taken. Proposed senate legislation is found in the appendixes.

1B3.12 Theft defense: cargo security standard being developed by DOT. INTERNATIONAL TEAMSTER. N. 70(9), September 1973:25.

Work is underway in the Department of Transportation to develop a cargo security advisory standard to aid the transportation industry in strengthening its defenses against cargo theft. It is hoped that the DOT cargo security advisory standard will provide guidelines and recommendations for safeguarding shipments from point of origin to final destination. This would be done by close freight accountability at all enroute and transfer points.

1B3.13

DOT calls on Federal agencies to force carrier compliance with security guides; by Robert M. Butler. TRAFFIC WORLD, n. 115(11), September 10, 1973:13.

The Department of Transportation is moving - indirectly at the moment - to obtain mandatory compliance by all common carrier modes with its non-regulatory cargo security standards. Although it presently lacks authority from Congress to impose regulations in the security area on the transportation industry, the DOT has called on major Federal shipping agencies to require carriers to comply with the "advisory" standards through a simple provision in their contacts with common and contract carriers. Thus, if implemented by the several Federal agencies, all carriers transporting U.S. Government freight would be forced to observe the provision of the Advisory Standards just as they do existing regulations governing the industry.

1B3.14

Cargo security standard idea nixed by DOT, by Michael W. Blevins. TRANSPORT TOPICS, no. 1988, September 14, 1973:1,41.

Citing what it called a tendency of Federal regulatory power to become inflexible, automatic and costly to the taxpayers, the Department of Transportation has decided not to push for Federal cargo security regulations in a speech before the Third National Cargo Security Conference. DOT Secretary Claude J. Brinegar said there is now ample evidence to suggest that carriers, wholesalers and warehousemen can and will adopt voluntary programs to reduce theft and pilferage. The conference was sponsored by DOT and the Transportation Association of America. While the DOT will not push for regulatory authority to enforce cargo security standards, Secretary Brinegar emphasized that the DOT will continue to issue "Cargo Security Advisory Standards" and expect a high level of voluntary compliance with them. The DOT Secretary announced several other procedures the Department will use to improve cargo security.

1B3.15

DOT reveals two more projects in its Anti-Cargo-Theft Efforts, TRAFFIC MANAGEMENT, v. 12(10), October 1973:14.

The latest in the Department of Transportation's continuing programs to help build better defenses against cargo theft: Work is under way in the Department's Office of Transportation Security to develop a Cargo Security Advisory Standard. A cooperative effort sponsored by DOT cut cargo theft and pilferage losses in half for seven trucking terminals in northern New Jersey. Additional security-in procedures, guard service and such physical improvements as fencing and lighting-cost \$69,699, but produced a \$293,516 reduction in claims for theft related losses during 1972.

1B3.16

DOT program aims at reducing thefts, TRAFFIC MANAGEMENT, v. 12 (10), October 1973:20

Department of Transportation is making a major effort to reduce theft and pilferage through improving accountability procedures in the shipping and handling of cargo. A new Cargo Security Advisory Standard has been developed (not mandatory) designed to aid shippers, consignees and carriers in the prevention of theft and pilferage of cargo. A major objective is to establish a document trail which would disclose exactly when, where and how losses occur.

1B3.17

Cargo theft attack planned for 10 cities, DEFENSE TRANSPORTATION JOURNAL, v. 29, July-August 1973:15

A coordinated and oriented attack on cargo theft will be started soon in 10 select cities according to Richard F. Lally, Director of Transportation Security, Department of Transportation. The 10 cities - selected because of problems with cargoes of high value or loss rates, the existence of active carrier programs to prevent losses and thefts, and an interest by law enforcement agencies in reducing thefts - are Atlanta, Boston, Chicago, Dallas, Detroit, Miami New York, Philadelphia, San Francisco-Oakland, and Seattle.

1B3.18

DOT's advisory standards for cargo loss to force a shipment accountability, TRAFFIC WORLD, v. 165(7), August 13, 1973:16

The Department of Transportation is working on security advisory standards which will emphasize shortages and center on short shipment accountability as a means of guarding against shortages. To date, the DOT's Office of Transportation Security has prepared advisory standards in two cargo security areas - seal accountability and procedures and high-value commodity storage. The impact has been minimal. Now, however, the DOT is getting into an area where interest is more widespread--origin to destination protection against theft.

1B3.19

What Security, Order, and Laws must Achieve, by C.H. Smith. SECURITY MANAGEMENT, v. 17(6), January 1974:49-51.

Review of white collar criminal activity and cargo theft, and a senate bill allowing treble damages for offenses connected with cargo theft. Chester H. Smith, of the

U.S. Senate Committee on Small Business, spoke at the 19th Annual ASIS (American Society for Industrial Security) Seminar. He gave figures on the annual cost of property crimes and of gross revenues of protection firms due to increased need for their services. The figures on white-collar crimes, such as embezzlement, forgery and fraud, are incomplete because they are often not reported. White collar criminals receive light sentences more often than not. Cargo theft causes tremendous losses each year and much of it is carried out by organized criminals. Reporting of losses has been lax, but prodding by the Senate Small Business Committee is resulting in the adoption of mandatory uniform loss reporting systems by all carriers. Smith strongly advocated passage of Senator Bible's civil remedies for victims of racketeering activity and theft act of 1973, which is aimed primarily at fences and semi-legitimate dealers. It provides, among other things, for suing those responsible for stealing, buying or selling goods in interstate commerce for treble damages by carriers.

1B3.20

DOT proposal on theft draws mixed response, TRANSPORT TOPICS, no. 2005, January 14, 1974:1.16.

A Department of Transportation proposal requiring all carriers contracting for government hauls to adopt DOT's cargo security advisory standards has not been met with any great enthusiasm by either the carriers or other government agencies. Addressing a Transportation Security Management Seminar in Washington's Statler Hilton, Richard F. Lally, Director of DOT's Office of Transportation Security, said the proposal now is being circulated among all government agencies for comment, and no final decision is expected for several months. The proposed move would be DOT's first real effort to encourage a high level of voluntary compliance with its security standards.

1B3.21

Cargo security bill would let ICC set rules, by Jesse H. Merrell, TRANSPORT TOPICS, no. 2010, February 18, 1974: 1,29

Legislation has been introduced in Congress which would give the Interstate Commerce Commission authority to establish minimum security performance standards for trucking and other transportation modes it regulates. The Cargo Security Act of 1974, introduced by Senator Alan Bible (D-Nev.), Chairman of the Small Business Committee, would also apply to air and maritime carriers covered by other Federal regulatory agencies. Senator Bible, who has been probing cargo theft in the transportation industry for several years, said his bill was noteworthy because it does not require any massive new Federal programs.

1B3.22

"This is Customs," by V.N. Acree, DRUG ENFORCEMENT, v. 1(3), Spring 1974:18-26

An Exposition of the Duties of the U.S. Customs Service. Attention is given to narcotics enforcement, cargo security, and commercial fraud.

1B3.23

Attorney General calls for war on cargo thefts, by Oliver Patton, TRANSPORT TOPICS, no. 2035, August 12, 1974:1,30

Cabinet units, Congress asked to hit crooks; 82 billion in loss to nation annually, Attorney General William B. Saxbe tells forum. Saxbe challenged Congress, the Department of Transportation, the transportation industry and law enforcement teams from 15 cities to fund a strategy for curbing "staggering" cargo theft losses, in a speech given before the Cargo Security Conference in the Department of Justice. Representative J.J. Pickie (D-Texas) also addressed the gathering of U.S. Attorneys, DOT representatives and military and civilian transportation representatives, saying that "special interests" are blocking Congressional legislation that would help combat the rising tide of cargo thefts.

1B3.24

Senator Bible given award for work on cargo thefts, TRANSPORT TOPICS, no. 2061, December 2, 1974:5.

Senator Alan S. Bible was honored last week for his leadership in the effort to combat the billion-dollar a year problem of cargo theft and pilferage in the transportation industry. His effort led to a coordinated nationwide, industry-government program to reduce cargo losses. The plan called for the enlistment of local security forces, Federal agencies, transportation services, shippers and local communities.

1B3.25

U.S. Department of Transportation. National Cargo Security Program - Implementation of Executive Order 11836, 1975. U.S. Department of Transportation, Office of the Secretary of Transportation, Washington, 1975, 13p

This document describes the policy, interim responsibilities, and procedures for the implementation of the Executive Order on "Increasing the Effectiveness of the Transportation Cargo Security Program." The Department of Transportation's (DOT) role and relationship with the transportation industry and other government agencies concerned with

cargo theft are basically prevention, motivation of industry to remove the opportunity for theft, and technical assistance in the development of better services and procedures. The Departments of Justice and Treasury are close partners with the Department of Transportation in the National Cargo Security Program. Executive Order 11836 provides formal recognition of the National Cargo Security Program, clarifies the responsibilities of the participating departments, and directs the Secretary of Transportation to report annually to the President concerning the effectiveness of the program. This document outlines the general responsibility and authority of the DOT with respect to the executive order, and describes implementation procedures for establishment of departmental cargo security coordinators and representatives, development of cargo security advisory standards, accumulation of cargo theft data, and initiation of research and development studies. The text of the executive order, a chart of the lines of responsibility and coordination of the National Cargo Security Program, and an outline of the typical organizational format of the city campaigns are also included.

1B3.26

"U.S. Customs Fights Against Organized Crime," by V.D. Acree, POLICE CHIEF, v. 62(2), February 1975:32-33

The role of the U.S. Customs Service in fighting cargo thefts is lauded by its commissioner for its impact on organized crime. Examples are cited to indicate the extent in organized crime's involvement in cargo thefts.

1B3.27

President Ford orders DOT to collect cargo theft data covering all modes, TRAFFIC WORLD, v. 16(5), February 3, 1976: 19-20

Executive Order directs DOT to collect, analyze and publish periodic reports on theft losses. ICC, CAB and FMC are urged to recognize problems. The President's order is a formal directive giving power to and outlining the responsibilities of the DOT, the Attorney General and the Treasury Department. It also directs the DOT to report annually on the effectiveness of the Federal anti-theft program with the first such report due in March 1976. Since the President has no direct power over the functions of the ICC, CAB and FMC, the order merely urges these agencies to undertake certain actions.

1B3.28

DOT and Department of Justice establish cargo-security teams at 15 "double spot" cities, TRAFFIC WORLD, v. 158 (7) May 13, 1974:36

Creation of special cargo security teams at 15 major cities was announced by Attorney General William B. Saxbe. The 15 cities are considered "trouble spots" for cargo theft. The cargo security teams will be made up of Federal, state, and local law enforcement officials and representatives from the transportation industry. The program is being jointly conducted by the Department of Transportation and the Department of Justice.

1B3.29

Federal cargo security teams set up at 15 worst-hit cities. TRAFFIC MANAGEMENT, v. 13(6), June 1974:9

A joint program of the US Department of Transportation and Justice is aimed at reducing cargo theft at 15 major cities that comprise the biggest such trouble spots in the country. The plan calls for cargo security teams made up of Federal, state, and local law enforcement officials and representatives of the transportation industry.

1B3.30

Planning an assault against cargo theft, BUSINESS WEEK, No. 2343, August 10, 1974:44

Special Federal task forces, U.S. Attorneys and their top aides emerge from conference week of August 4 with plans for cracking down on cargo thefts that annually cost industry at least \$1.5 billion: results of conference detailed: chart lists areas subject to cargo thefts and percentage of thefts reported.

1B3.31

Transportation cargo security program, WEEKLY COMPILATION OF PRESIDENTIAL DOCUMENTS, v. 11(5), February 3, 1975:105-106

Executive Order 11836, January 27, 1975, Increasing the Effectiveness of the Transportation Cargo Security Program. President Ford directs that certain additional responsibilities be carried out by the Secretary of Transportation, delineating the functions and responsibilities of the other Federal departments and agencies with respect to the National Cargo Security Program urging full participation and cooperation in the program by the independent regulatory agencies and all Federal departments and agencies, and requesting the Secretary of Transportation to submit on March 31, 1976, a full evaluation of the effectiveness of the Federal program.

1B3.32

President launches attack on cargo theft, TRANSPORT TOPICS, No. 2060, February 3, 1975, p. 1-29

President Ford gives added responsibility to ICC, DOT; says extra effort needed to curtail billion-dollar drain. Directs that a full progress report be given him March 31, 1976. An annual report is required thereafter. President Ford's directions (Executive Order 11836 issued January 29 in the Federal Register) are outlined in detail.

1B3.33

Theft - everyone's problem: editorial, TRANSPORT TOPICS, No. 2061, February 10, 1975: 20

Editorial mentions that President Ford's support of efforts to reduce the cargo theft problem can serve worthwhile purpose, providing it does not result in unduly burdensome requirements for duplicative reporting on the part of carriers. In administering freight loss and damage preventive programs, cost-effectiveness must carry a high priority. Not to accord due consideration to cost could render self-defeat for the main objective of the program - economical transportation.

1B3.34

Report No. US-32004, Cargo Liability Study - Final Report, June 1975, Prepared by Office of Facilitation, Office of the Assistant Secretary for Environment, Safety, and Consumer Affairs, Department of Transportation, Washington: viii, 185p. iii. Prepared for: US Department of Transportation

This study was undertaken to broaden an understanding of today's cargo liability system in order that future domestic legislation and international conventions may better serve the needs of commerce. The study was carried out under the overall guidance of the Office of Facilitation and coordinated with concerned segments of the Federal government, private industry, and international organizations concerned with the movement of intermodal cargo.

1B3.35

Cargo Security - An industry moves to help itself, by J.A. Myler, SECURITY MANAGEMENT, v. 19(3), July 1975: 22-23

The U.S. Departments of Justice and Transportation, in 1974, created "Cargo Security Working Groups" in 15 major cities to promote more effective security efforts and to coordinate and inspire effective law enforcement. United States Attorneys have been serving as chairmen of these groups. Participants include carrier executives, District Attorneys, shippers, F.B.I. agents, union leaders, and police officers.

1B3.36

DOT beefs up cargo theft control unit, FLEET OWNER, v. 70(8), August 1975:13

In determined efforts to reduce an estimated billion dollar a year in trucking cargo theft of all kinds, the Department of Transportation has made three important appointments and is seeking at least three more theft control specialists. Thomas Kissane has been selected to lead a new year long project at the University of Louisville, Kentucky. George Agamemnon joins the DOT temporarily to develop and update theft prevention guidelines and training materials for both truck fleets and smaller carriers. Jim Ferran recently became Chief of the Cargo Theft Division.

1B3.37

Report by Coleman to highlight session on cargo security, TRAFFIC WORLD, V. 165(11), March 15, 1976: 38

The first annual "Report to the President" on the effectiveness of the nation's cargo security programs will be made March 31 by Secretary of Transportation William T. Coleman. Early this year, President Ford issued Executive Order No. 11836 which formalized the cargo security program as a voluntary public-private effort to reduce theft-related cargo losses. The order requires an annual report and Secretary Colement will make that report at a luncheon session of the National Cargo Security Conference. The conference is scheduled for March 30 and 31 at Washington Statler Hilton Hotel and is sponsored by the Department of Transportation and the Transportation Association of America.

1B3.38

US Department of Transportation - A Report to the President on the National Cargo Security Program by the Secretary of Transportation, March 31, 1976, Washington US Department of Transportation, 1976, 147 p in various pagings: ill.

Executive Order 11836 requires the Secretary of Transportation to submit to the President on March 31, 1976, and annually thereafter, an evaluation of the effectiveness of the National Cargo Security Program in reducing theft-related cargo losses. This report describes the activities of the various elements of government and the transportation industry in a cooperative national program dedicated to the prevention of cargo theft. The highlights are: (1) the airlines are making good progress in reducing the trend of air cargo theft losses (2) the motor carrier industry,

which moves more theft-prone cargo than all the other carriers combined, is showing a gradual trend of improvement (3) the railroad industry reports its theft-related freight losses are increasing, but the data is not conclusive (4) the lack of maritime data is a significant deficiency in the National Cargo Security Program.

1B3.39

Voluntary rules seen best route to cargo security, by Oliver Patton, TRANSPORT TOPICS, No. 2121, April 5, 1976: 1,27

The transportation industry, government and labor agree that the best way to improve cargo security is through voluntary industry efforts, and not Federal regulations. Transportation Secretary William T. Coleman, Jr. tells the National Cargo Security Conference at the Statler Hilton he has recommended to President Ford that the voluntary program be continued another year, after weighing Representative J.J. Pickle's (D-Texas) bill which would allow DOT to set up certain cargo security regulations and in general reorganize the government's security efforts.

1B3.40

Cargo security leaders see progress; must oppose Federal regulatory role by R. Stanley Chapman, TRAFFIC WORLD, v. 166(2), April 12, 1976: 20-23

With airlines cutting theft losses and some motor carriers showing gradual trend of improvement, DOT decides against mandatory security rules but key congressman sees "rip-off." The consensus is that there has been just enough progress to preclude any real need for mandatory cargo security regulations; however, Congressman Pickle maintains that most of the progress made against cargo theft is mainly due to TV and newspaper reporters. Representative Pickle's answer is H.R. 10473. Its major provisions call for giving the DOT the power to fix cargo security regulations in certain areas, for forcing the Federal Maritime Commission to require loss reports from ocean carriers, for the establishment of an Office of Cargo Security as a legal body, and for the creation of an Interagency Council on Cargo Security. The cost of such legislation, says Congressman Pickle, would not fall completely on the nation's carriers.

1B3.41

DOT Secretary Adams' view on cargo security, TRAFFIC WORLD, v. 170(1), April 4, 1977, p. 33-38,40+

The Department of Transportation under former Secretary William Coleman set up a number of programs and policies designed to help carrier companies protect themselves against cargo theft. Traffic World recently asked Mr. Coleman's successor at the DOT, former Washington Congressman Brock Adams, if this approach would be continued, and if he thought stronger legislation was needed. Traffic World's questions and Secretary Adams' replies are presented in this article.

PART B: COUNTERMEASURES**(4) JOINT GOVERNMENT-INDUSTRY COUNTERMEASURES**

- 1B4.1** Industry must solve theft crisis, by Benjamin O. Davis, TRAFFIC WORLD, v. 149(12), March 20, 1972: 39-40

Cargo theft is a problem that demands action and concerted action by government, labor, and industry now. The first action at DOT was to co-sponsor a series of conferences on cargo security in June and July 1971 with the Transportation Association of America designed to highlight the magnitude of the problem and to plan a course of action. Soon after the conferences ended, DOT worked to develop a 12-part Cargo Security Program. Further activities by the DOT to combat cargo theft are outlined.

1B4.2

- Government-industry attack on cargo theft projected by DOT in 15 metropolitan areas, TRAFFIC WORLD, v. 155 (MD 1) July 2, 1973: 20

Plans for a "coordinated and concerted attack on cargo theft" in 15 metropolitan areas across the country wherein all concerned with the transportation crime will be mobilized through "special action programs," have been announced by the Department of Transportation's top security specialist. Richard F. Lally, Director of Transportation Security in DOT, outlined the campaign at the Thirty-sixth Annual Meeting of the National Freight Claims Council of American Trucking Associations, June 17-21, in Dallas. Both government and industry security officials expressed belief that a reduction in the multi-million-dollar annual loss from small thefts is possible when carriers stress prevention as a means of increasing projects.

1B4.3

- Customs Theft Prevention Program paying dividends for transportation industry, by Louis A. Tyska, Chief, Port Security and Standards, U.S. Customs Service, TRAFFIC WORLD, v. 161 (4), October 27, 1975: 80

According to Tyska, results of several recently completed field tests show that the Cargo Theft Prevention Program instituted by the U.S. Customs Service to aid the transportation industry is paying off. Industry has responded by voluntarily investing more than \$22 million in Customs recommended security improvements, positive proof that private industry and Federal government can cooperate effectively in curtailing the annual \$2 billion cargo crime rip-off.

1B4.4

American Institute of Marine Underwriters and Inland Marine Underwriters Association submit "position paper" to Transportation Department urging transportation employers be given greater latitude to check background of prospective employees to combat cargo loss; states regulations implemented by Law Enforcement Assistance Administration limiting access in individuals' backgrounds run counter to industry needs. March 31, 10:5

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1B4.5

Transportation Department Assistant Secretary Judith Connor, American Trucking Associations, Inc head Lee R. Sollenbarger and American Airlines Vice President Joseph L. Schmit want cargo security programs to be industry-run rather than government-regulated, ss, 1976 National Cargo Security Conference; urge prosecution of those involved in cargo theft. March 31, 1:7

JOURNAL OF COMMERCE 1976

1B4.6

"Stop Thief" - goal of cargo security group, PORT OF SEATTLE REPORTER, October 1976: 9

Port of Seattle has joined transportation companies, industries and law-enforcement agencies in the Seattle-Tacoma area to help minimize losses. The Department of Transportation designated the Puget Sound region as one of two areas in which a voluntary cargo security campaign was to be conducted. It emanated from a National Cargo Security Program established in 1972 to give the private sector first priority to voluntarily remove opportunities for theft.

1B4.7

Transportation Secretary receives Cargo Security Council recommendations, TRAFFIC WORLD, v. 169(5), January 31, 1977: 28

Secretary of Transportation Brock Adams has been informed by Harold F. Hammond, Chairman of the National Cargo Security Council sponsored by the Transportation Association of America that the joint industry-government cooperative program to improve cargo security has been highly successful, but that steps toward further improvement recommended by the Council should be taken. The Council gave Secretary Adams a number of recommendations for action by the Department of Transportation and other agencies in furtherance of the cargo security program.

PART B: COUNTERMEASURES**(5) SECURITY METHODS AND EQUIPMENT - PROGRESS AND PROPOSALS****1B5.1**

DOT-P-5200-4, Paul F. Boulay, Increased Profits Through Freight Claim Reductions, Reston, Virginia, Mind and Communications Group, 1972, 34 p: illus., Prepared for U.S. Department of Transportation, Office of Transportation Security

A technique of managing Cargo Loss Reduction Programs, stressing the profit motivation is presented. The key feature of the technique is periodic review and evaluation by comparing results (profits) to stated goals. The technique requires only financial and freight claims data available within most companies. Most data required must also be reported to the ICC in annual financial reports or by the new Quarterly Loss and Damage Reports. Although the examples chosen are for trucking companies, the methodology is applicable for any transportation company.

1B5.2

United States Department of Transportation, Recommended Standards for Preparation of Shipments to Improve Cargo Security (Washington) 1972, 29 p. diags

Specifications for the packaging, marking, and sealing of cargo with summary of potential hazards, proper stowage, and special aspects of land, water, and air shipments. The report gives recommended military specifications for a variety of containers - wood boxes and crates, barrels and drums, bags, sacks, or bales, skids or pallets, and wirebound boxes and crates. A glossary of packing terminology is included.

1B5.3

K. G. Wright, COST EFFECTIVE SECURITY, New York, McGraw-Hill Book Company, 1972.

Businessmen's Guidebook for Providing Cost-Effective Security for Industrial Facilities, Cargo and Property. K. G. Wright begins with a brief overview of the organization of security in Great Britain and outlines viable approaches to providing adequate security in the business sector. The specific ingredients of an effective security system are discussed in detail and include - planning, security manpower, locks, safes and strongrooms, alarm systems, and insurance. The book concludes with an examination of losses through internal pilferage and industrial espionage.

185.4

A New Approach to Claim Settlement, by Richard E. Kerner, TRAFFIC WORLD, v. 149(12), March 20, 1972: 54-56

The strong economic incentive to consider new methods for resolving disputes over freight claims is clear and compelling. But dollars and cents are not the only reason for shippers and carriers to examine the feasibility of informal disputes settlement for freight claims - the forces are at work. The Transportation and Aeronautics Subcommittee of the House Interstate and Foreign Commerce Committee recently suspended further consideration of S.1683/HR8138 until shippers and carriers had jointly explored voluntary non-judicial settlement methods. The cumulation effect of these developments was the upgrading of formerly intermittent and informal discussions concerning the utility of arbitration for loss and damage claims.

185.5

DOT-P-5200.2, U.S. Department of Transportation. Guidelines for the Physical Security of Cargo, Washington (for sale by the Supt. of Documents, US Government Printing Office), May 1972, 70p Prepared by the Secretary, US Department of Transportation.

The guidelines contained in the handbook are intended to assist transportation management in establishing an effective cargo security system. They are suggestions and not regulatory in nature. Upon them, management can model a security system to meet a particular situation. The main text of the handbook develops the rationale for cargo security measures and provides the basis for establishing and maintaining a cargo security program. Appendix I, "Cargo Security Standards," is a quick-reference summary of the recommended physical and procedural matters critical to cargo security. Appendix II, "Cargo Security Checklist," provides a series of questions to be discussed by surveying a facility to insure comprehensive consideration of the many aspects of cargo security.

185.6

US Interagency Committee on Transportation Security. Cargo Security Equipment - Applications Guide - A Report of the Technical Coordination Subcommittee, prepared for the Interagency Committee on Transportation Security, June 1972. (Robert H. Cannon, DOT Chairman) Washington, D. C., Department of Transportation, 1972, 68 p. Prepared with the assistance of the MITRE Corporation.

Inventory of equipment currently available for cargo security with guidelines for solving common security problems utilizing the technology and equipment list. The inventory of intrusion detection equipment lists manufacturers

and costs of the various devices. The applications guide covers theft from terminals and storage areas and theft of in-transit cargo with sections on physical protection, electric protection, effective response, and personnel security.

1B5.7

Theft prevention, SOUTHERN TRANSPORT TIMES OF THE WEST, v. 32 (6), June 1972: 45

Under the pessimistic title of "47 Ways to Lose Freight," top security men from the major motor carriers met in panel discussion at the International Trucking Show to discuss new and review old approaches to the problem of freight losses. Some issues discussed were the placing of equipment in the yard, and the different types of industrial thieves. It was concluded that "We can't stay in business paying for stolen freight. If we don't beat them, they'll beat us."

1B5.8

Cargo Security - a joint venture by Harry J. Murphy, ICAO BULLETIN (International Civil Aviation Organization), v. 27(9), September 1972:15

At each step in the shipping process, there are responsibilities that must be assumed for the preservation of security involving all personnel from chief executive to newest recruit. The effort to reduce cargo losses must begin in the headquarters office of shippers, carriers and consignees. Mr. Murphy agrees that the most important step is to stress the absolute security of developing security awareness and assuring that each employee from the chief executive officer to the most recent recruit knows that he is working in a security environment and that his actions will help improve that environment. Detailed outline of useful measures along this line are outlined by the author.

1B5.9

DOT-P-5200.6, US Law Enforcement Assistance Administration. Cargo theft and organized crime deskbook for management and law enforcement. (Prepared by Law Enforcement Assistance Administration (LEAA) and Department of Transportation, Office of the Secretary, Washington. (For sale by the Supt. of Documents, U.S. Government Printing Office, 1973, 78 p.)

A major objective of this publication is to examine the extent to which the theft and subsequent disposition of cargo are the result of organized criminal activity, including the involvement of those criminal groups often

referred to collectively as organized crime. Another principal objective is to indicate what steps business executives can take to combat cargo theft - steps that are management and procedures-oriented exclusive of physical security measures (guards, alarms, fencing and other devices). This study is based on well over 100 coast to coast interviews and thousands of pages of hearings, books, reports, articles, and other printed matter pertaining to various facets of cargo theft.

1B5.10

G. Bell and Sons, Ltd., Security in Practice, London, England, 1973, 79 p.

Handbook on the Work and Duties of a Security Officer. Different techniques of crime prevention, both on a firm's premises and in transportation, are discussed. Considered are the value of dogs and the relative merits of various types of burglar alarms and locks. An examination of the security officer's powers of arrest and search emphasizes the need for compliance with "judges rules" (court rulings) when investigating a crime. Also included are special sections on administration and report writing.

1B5.11

Electronic securities can cut cargo crime, by George V. Roach, TRAFFIC WORLD, v. 154(1), April 2, 1973: 35-37

In describing security systems for freight storage facilities, there are two basic terms that first must be understood. They are "perimeter protection system" and "space protection system." Perimeter and space protection systems may be used separately or may be combined depending on the type of structures or space to be protected, the extent of the protection required, and other factors. The "night" security system for freight handling facilities can only be determined in terms of each individual facility's particular vulnerabilities to attack a loss. In the final analysis, the best buy in protection is the one which most economically and reliably can supply the degree of security needed for the particular facility in question.

1B5.12

Inventory losses: stealing a symptom? by Joseph P. Caurnoto and Walter A. Bowell, *TRANSPORTATION AND DISTRIBUTION MANAGEMENT*, v. 13(6) June 1973: 54

Inventory shortages often cause companies to develop a security decision when they could more profitably be overhauling their shipping and receiving systems. The first and most normal reaction to evaluating losses is to change the locks and double the guards. But in many cases, inventory losses are systematic of a coordination problem between physical and accounting flows. Improving physical security in this instance does not solve the problem. This correct-the-system approach is like cracking the glass on your fuel gauge and bending the needle from E to F in order to correct a fuel shortage problem. Shortages will persist until the cause of the problem is pinpointed and solved.

1B5.13

Tips offered to reduce damage toward cargo by Millard F. Woytowick, *CONTAINER NEWS*, v. 8(9), September 1973: 35-36

Shipping of goods from one point to another in cargo containers is a relatively recent method in the shipping industry, a concept which had presented many new problems concerning loss and damage to the cargo which experts are trying to evaluate to reduce losses, in order that the cargo container may fundamentally perform the task which its designers had intended. Packers can do much to reduce cargo damage within containers. Handlers can do as much to preserve the integrity of the box itself. The best interests of the cargo owner - will be served if everyone connected with an intermodal shipment makes it his personal commitment to reduce damage claims arising from whatever source.

1B5.14

Goods in transit - Target for Thieves, J. F. Judge, *SECURITY MANAGEMENT*, v. 17(4), September 1973: 7-10, 13, 16-17, 29, 53

Current attack on transportation crime has shifted its emphasis from the criminal perpetrator to techniques of modern marketing and security. Top management is the only group capable of reducing the opportunity for employees to steal. Careful screening of potential employees is cited as an important step in the reduction of transportation crime. Other recommendations include development of a strong security-conscious management team, implementation of sound cargo handling and paper control procedures, and provision of adequate physical security and facilities to

deter thieves. A survey reveals that each transportation terminal has to be considered as a unique system requiring a unique security response. The document contains statistics on losses as well as legislation to help solve the problem.

185.15

Parking Lot Security - Plugging the Wheeled Drain, W.M. Greavey, SECURITY MANAGEMENT, v. 17(4), September 1973: 34-35

The vehicle search is the last resort in keeping pilfered goods out of employee parking areas. Prior to a vehicle search, every effort should be made to make pilfering employees obvious to security personnel by arranging parking at a distance from the shop. These parking areas should be enclosed with limited access. In the event that a vehicle search is deemed necessary, the primary effort of security personnel should be to stop the vehicle. Thereafter, care should be taken to record any statements made, and to photograph any contraband. In addition, witnesses should be present whenever possible. At no time should the movement of any person involved be physically restricted. Any refusal on the part of an employee to cooperate must be met with mandatory dismissal, or all efforts will be in vain.

185.16

Security Applications, Needs and Trends, J.E. Thorsen, SECURITY WORLD, v. 10(9), October 1973: 18, 19, 48-50

Outline of current and predicted state-of-the-art with respect to certain areas of security systems technology. The review touches the following areas - commercial building and office building security, retail security, school security, facility security, cargo security, and institutional security.

185.17

Let's put a lock on the door, by Harold F. Hammond, HIGHWAY USERS (Highway Users Federation for Safety and Mobility), November 1973: 18

Problem of cargo pilferage and how management should meet it; as was pointed out time and time again at all of the national conferences, the personal interest and determination of the top management was the underlying reason for the success of the cargo security programs. It's all up to the companies. They can go on calling these losses

shortages, non-deliveries, skrinkage and mysterious disappearances, and continue to write them off of the project sheet month after month. Or, they can admit that maybe there is a problem within their organization and take some quick and constructive steps to stem the flow of solen goods out of their front doors.

1B5.18

How to Thwart the Thief by Richard D. Hill, HANDLING AND SHIPPING, v. 14 (11), November 1973: 58

Author suggests some practical procedures to stop cargo theft, one of the biggest headaches for physical distribution management. While all these suggestions do not offer pat answers to the problem, they do provide a guide to the manager designing a security plan for a cargo facility, with its own special problems. By undertaking a tough security program, management may serve notice to thieves that they no longer have an open invitation.

1B5.19

Aerospace Corporation Survey and Technical Assessment - Cargo Security System - Equipment Systems Improvement Program, 1974, prepared for National Institute of Law Enforcement and Criminal Justice, by Aerospace Corporation, El Segunda, California, 1974, 191 p.

An examination of the cargo theft problem to determine the make-up of industry losses, the theft prevention systems now in existence, and the most cost-effective means to counter theft and reduce losses. It is found that there are no existing theft prevention systems which meet all performance requirements identified by the trucking industry. While direct surveillance of vehicles by security forces provides the most effective tool, it is expensive and consequently is currently limited to vehicles carrying high-value cargo. A two-step cargo protection program is proposed which consists of a cargo security program with its major goal a reduction in thefts from cargo trucks, and a companion cargo accountability program aimed at developing systems for the tagging of cargo to provide traceability of shipments, technical concepts for a cargo security system are developed and a development plan defined.

1B5.20

To Catch a Thief, by Rich Cross, COMMERCIAL CAR JOURNAL, v. 127 (1), March 1971:99

The Department of Transportation says that 85% of all theft-related cargo claims are due to rip-offs by employees. Even hijackings are often "give-aways." Here's an up-to-date look at some of the electronic devices and cargo accountability programs designed to catch a thief, what points in cargo and terminal security should be tightened and employees should constantly be reminded that thefts will not be tolerated. Better cargo accountability procedures should be adopted and hiring methods should be under continuous review. Most of these procedures can be accomplished at minimum expense.

1B5.21

Terminal Security: More Than Meets the Eye, COMMERCIAL CAR JOURNAL, v. 127(2), April 1974:47

Safety men who are responsible for cargo security are apt to find the responsibility much more complex than presumed. Due to the many pitfalls and disappointments, some fleets think of theft-related claims costs (shortages) as an unavoidable cost of living business. That's the wrong attitude according to this author. Physical security of the terminal - fences, intruder alarms, lighting, a combination of closed-circuit TV and an electric gate, etc. - pays off if freight is taken from the dock by outsiders.

1B5.22

Cargo Seals - What you should know about them by R.S. Moe, MILITARY POLICE LAW ENFORCEMENT JOURNAL, Vol 1(3), Summer Quarter 1974:12-15

Topics discussed include types of seals, complementary devices, cargo seal standards, record procedures, and application and removal procedures. Types of seals covered include lead wire seals, flat type seals, plastic seals, and ball type seals.

1B5.23

Lorry Thefts and the Insurer, by J. Miller, SECURITY GAZETTE, v. 16(10), October 1974:37

Report of the annual conference of the International Union of Marine Insurance in Berlin, at which the need for strict security measures to prevent the hijacking of trucks was discussed. It is stated that many insurance companies have

Introduced special clauses in their policies which make anti-theft devices in trucks desirable, or in many cases mandatory. Suggested methods for reducing losses due to the hijacking of trucks include compulsory adoption of trip-recorders or tachographs, the introduction of compulsory truck routes, and a central index listing truck registration numbers, drivers, names, and types of cargo being carried.

1B5.24

Stop Thief! by Miklos B. Kosodi, DISTRIBUTION WORLDWIDE, v. 73(12), December 1974:45-48

The only way that cargo losses can be held to a minimum is through a carefully mapped-out security plan that blends electronic systems, physical carriers and locks, on-site guards, high-intensity lighting and other related elements into an individualized program providing the best level of protection for a particular site. Today's space-age technology has helped provide an arsenal of electronic devices to defer pilferage and detect intruders. Here's how to use space-age technology to put a lock on the \$3 billion annual rip-off that's reaching deeply into everybody's pocket.

1B5.25

Cargo Security System Analysis (from Carahan Conference on Crime Countermeasures) proceedings by John S. Jackson, Lexington, Kentucky, University of Kentucky, College of Engineering, 1975, 6 p.

A systems approach to cargo security is presented that stresses the formulation of the problem and system purpose identification. Various systems techniques for analyzing the system and environment are discussed. The project recommendations distinguish between managerial policy, procedures and regulations, and physical security measures, though the specific recommendations are not reported. A theft susceptibility index and security system effectiveness index are suggested as a means of transferring evaluation methodology applied in one area to other cargo transfer depots.

1B5.26

G. D. Wilson, Cargo Security System (from Carahan Conference on Crime Countermeasures) proceedings by John S. Jackson, Lexington, Kentucky, University of Kentucky, College of Engineering, 1975, 9 p.

A system is described which will use vehicle-mounted electronics in conjunction with fixed support elements to provide for the detection and location of vehicle-related theft activities including hijackings. The system does

not require the preplanning of vehicle routes and is independent of and protected from driver actions. Analyses of the constituent elements of cargo crime and of industry economics have established cost bounds for a production system, and police response modeling and simulation have been used to determine the performance characteristics of the vehicle location subsystem. A survey shows that no extent location technology can meet the cost/performance goals of the system. Two candidate technologies, a hybrid dead reckoning system and a hybrid phase lock system have been installed in the Los Angeles area for evaluation purposes.

185.27

Aerospace Corporation Operational Design of a Cargo Security System - Equipment Systems Improvement Program, prepared for: National Institute of Law Enforcement and Criminal Justice, Washington, D. C., by Aerospace Corporation, El Segundo, Calif. 1976, 62 p.

Examination of the operational requirements and constraints of an automatic vehicle surveillance system incorporating location and status sensors on the vehicle and sensor data reporting to the fleet dispatcher. A system design approach is described that considers factors such as the cargo vehicle environment, Federal and other regulations governing radio spectrum usage, and vehicle and personnel safety.

185.28

Aerospace Corporation Cargo Security System - Feasibility Analysis Report - Hybrid Dead Reckoning and Hyperbolic Grid Location - Equipment Systems Improvement Program, prepared for: National Institute of Law Enforcement and Criminal Justice, Washington, D.C., by Aerospace Corporation, El Segundo, Calif., 1975 169 p.

This report examines the feasibility and identifies potential problem areas of two different automated vehicle location systems. It was found that the concept of hybrid dead reckoning, using inertial components, is technically feasible but that the annual maintenance costs of currently available directional gyroscopes preclude its use by the trucking industry. The other system tested, hyperbolic grid location, uses phase-locked signals from commercial AM (amplitude modulation) broadcasting stations. For vehicle location purposes, this was found to be technically sound, and implementation costs are within the bounds established for the cargo security system.

185.29

G. Green, INTRODUCTION TO SECURITY, Los Angeles Security World Publishing Company, Inc. 1975

This text details the fundamental principles of physical protection, internal security, systems of defense, fire prevention and safety, and insurance. It also presents an overview of the career opportunities in security for business and industry, exemplified in such specific areas as retail, hospital, cargo, and computer security, and security services. A bibliography and alphabetical index are included.

185.30

Effects of Containerization on Patterns of Pilferage and Cargo Security, by J. Luck, POLICE REVIEW, v. 84 (4333), January 1975: 134-135

Although containerized cargo has eliminated many types of cargo thefts, it has created others. Greater attention should be paid in devising, using, and inspecting sealing devices used on containers.

185.31

Pocketbook Approach to Loss and Damage by Carlo Salzano, TRAFFIC WORLD, v. 162(1), April 7, 1975: 27

Books are available for profit-minded carriers and shippers who want to take the dollars-and-cents approach to cargo loss and damage returns. Author cites three new monitoring devices developed by a company called Impact-0-Graph in Bedford, Ohio, available to combat loss and damage problem. They are Model "M" impact/recorder, the "hump-guard," and "therma-guard." Cargo loss and damage problem won't improve until each carrier and shipper becomes convinced that it's cheaper in the long run to spend money on loss and damage prevention than on crimes and more insurance.

185.32

The Shipper Role in Claims Prevention, by Clair D. Buttars, TRAFFIC WORLD, v. 162(1), April 7, 1975: 37

Article stresses expanded role of today's traffic manager. Today's traffic manager's role is much more complex than simply filing a claim or choosing a less damage-prone carrier. If the traffic manager is not fully utilizing his expertise or if his company is not taking advantage of his knowledge, someone is missing a bet and spending unnecessary dollars. In claims prevention, good traffic management doesn't cost - it pays.

1B5.33

Terminal Security: A Systems Job, by Miklos B. Kosodi, TRAFFIC WORLD, v. 162(1), April 7, 1975: 47

Most needed step for improving terminal security is to review the adequacy of protective efforts and techniques, including such elements as employee selection and training, correctional deterrents such as gates and barriers, and finally, the patent electronic surveillance and detection equipment. Most pronounced deficiencies occur with respect to electronic surveillance and detection equipment. Article examines available electronic surveillance detection equipment.

1B5.34

Securing the Movement of Material, by R. E. Jorgensen, SECURITY MANAGEMENT, v. 19(5), November 1975: 14-17

Basic facility, personnel, and procedural elements of a security program for transporting production materials, merchandise, scrap materials and trash by truck, including the control of shipping-receiving areas.

1B5.35

Fifth in series of articles by Lynn Brenner and Phil Zinkewicz on cargo security; discusses importance of proper container for cargo protection; describes current problems of containerization transport and stowage; discusses container of the future, October 20, 2:1

JOURNAL OF COMMERCE 1975

1B5.36

Dade County Public Safety Department, Dade County, Florida, Airport/Seaport Security Project, prepared for Law Enforcement Assistance Administration by S.V. Bertricelli, Dade County Public Safety Department, Miami, Florida, 1976 50 p.

Final report on a project to investigate and curtail the impact of organized crime on the air and sea transportation industries in Dade County, Florida. This project was undertaken in response to the increased presence of organized crime in the transportation industry and labor unions. In order to achieve project goals, an intelligence analyst and a legal advisor were hired, a set of new ordinances were developed, a special investigations unit was set up, and a communications link between the investigators and the legal advisor was developed. Included in this document and the model ordinance, plans for the cargo manager's seminar, a list of educational materials that were distributed, and a tabulation of recovered property.

1B5.37

SECURITY OFFICERS--PILFERAGE, CARGO THEFT AND SHOPLIFTING, P. Shields, Glendale, California, Charles Cahill and Associates, Inc., 1976

Techniques are available for reducing the loss from theft offenses - A well thought-out operational procedure for security officers is one of the most effective. Much employee theft occurs in and around garbage and waste collection areas. Good security requires careful surveillance of trash removal personnel and procedures. All three types of theft discussed in this film can occur as a result of three factors: dishonesty, confusion, and cooperation between employees. While security officers cannot control for dishonesty, they usually can cope with confusion and cooperation if they keep their wits about them. The value of undercover security agents is underscored. A discussion guide is included.

1B5.38

Security Lighting for the Cargo Terminal, by L.A. Tyska, SECURITY MANAGEMENT, v. 20(3), July 1976: 40-41

Security lighting for the cargo terminal: Lighting is an important aspect of the job of a cargo terminal security officer. Proper and adequate lighting is a must, and management, when shown the multiple benefits to be attained, will consider the fixed cost of adequate lighting as acceptable. Security/safety lighting installations and upgrading will not solve all security problems, but they will greatly improve the overall effectiveness of a security force and the operational management's ability to see what is under their control and supervision. (Article contains brief glossary of common terms for security lighting.)

1B5.39

Packaging and Identification in Warehousing and Distribution, by Kenneth B. Ackerman, TRAFFIC WORLD, v. 140(1), April 4, 1977: 33-38, 40+

The principal function of packaging is to protect the product as it moves from factory to final customer. The manufacturer naturally seeks a minimum cost of providing this protection, but physical distribution people must be concerned about the normal stresses involved in warehousing and transportation of any profit. Clearly, packaging represents a compromise between the minimum cost denied by the manufacturer and the minimum strength which is needed to protect the product as it moves through the various channels of transportation and warehousing.

1B5.40

Security in Loss Prevention, by Harlan C. Flinner, TRAFFIC WORLD, v. 170(1), April 4, 1977, 33-38, 40+

If management considers loss prevention simply as a cost, then success will be measured by the reduction in the level of claims dollars your company is paying out. But, if management thinks of a loss prevention program as an investment, then success is measured in dollars of profits already earned that the company now retains. There's an important difference. Cost cutting is the defensive approach whereas investing in a loss prevention program is to attack the problem. This takes planning, effort and money. But, in plugging the right leak that claim losses represent, the investment is well worth it.

1B5.41

A Claimant's View of Perfect Shipping, by William J. Angello, TRAFFIC WORLD, v. 170(1), April 4, 1977, p. 33-38, 40+

The perfect shipping concept from the Shippers National Freight Claims Council's standpoint, concentrates on two areas: (1) pre-shipment procedures (before the fact), and (2) post loss and damage procedures (after the fact). Mr. Angello examines Shippers National Freight Claims Council's programs and policies in these areas as well as the reason for the Council's formation, where it is now and where it is headed.

1B5.42

American Institute of Marine Underwriters, Guide to Damaged Packaging, New York, N. Y.

PART B: COUNTERMEASURES**(6) SPECIAL SECTION: HAZARDOUS CARGO SECURITY**

1B6.1

Ford Foundation, Nuclear Thefts-Risks and Safeguards - A Report to the Energy Project of the Ford Foundation, New York, N. Y., 1974, 268 p.

Analysis of the possibility that nuclear materials may be stolen from the fast-growing United States nuclear power industry and used to make weapons. The report finds the risk will be substantial unless effective steps are taken to assure that materials intended for use as nuclear fuels are not stolen and misused by criminals or terrorists. This study is intended to contribute to public understanding of the technical facts and policy issues involved in nuclear security. Drawing from extensive data, it describes in general terms what materials and skills are required to make crude atomic weapons, how much destruction they could cause, where in the nuclear power industry the key materials for such weapons are present, and why and how criminals or terrorists might try to steal them. Based on their study, Willrich and Taylor find that the U.S. Program to Guard Against the Risk of Nuclear Theft is improving but incomplete. Comparable measures in other nations with nuclear power programs also need improvement, but there are safeguards which, if implemented, will reduce the risk of nuclear theft to a very low level - an acceptable level, in the authors' judgement.

1B6.2

Physical Protection of Plants and Materials - Physical Protection of Special Nuclear Materials in Transit, by G. M. Grant, FEDERAL REGISTER, v. 39(220), November 13, 1974: 40036-40040

Texts of proposed changes in the code of Federal regulations governing requirements for the physical protection of nuclear material in transit and for the physical protection of nuclear power reactors. The proposed precautions are designed to minimize the risk of theft of materials which could be used by terrorists to produce nuclear explosive devices and to guard against sabotage of nuclear power plants.

1B6.3

C. H. Bean, Application of Crime Countermeasures for the Protection of Nuclear Materials (from Carnahan Conference on Crime Countermeasures 1975 - Proceedings by John S. Jackson) Lexington Kentucky, University of Kentucky, College of Engineering, 1975, 8 p.

Discussion of security measures for protecting special nuclear materials (uranium-235, uranium-233, plutonium) from unauthorized diversion at fuel reprocessing and fabrication facilities, and during transit. The protection detection devices, surveillance devices, central alarm systems, communications, and response capability, A list of references is included.

SECTION 2

MOTOR TRANSPORT

PART A: PROBLEM AREAS

(1) OVERVIEW

2A1.1

Study by Trucking Industry Committee on Theft and Hijacking (TICOTH) reports that only 10-20% of industry theft comes from armed robbery or hijacking; says rest of cargo losses are result of thousands of relatively small thefts by employees and shoplifters; committee seeks legislation allowing motor carriers to bring civic action against dealers in stolen merchandise; in interim TICOTH head James P. Fernan suggests industry carefully screen employees and use seals on trucks which when broken show time and place of theft, February 6, 19:4

JOURNAL OF COMMERCE 1973

2A1.2

Cargo Thefts Said to Rise Two and One-Half Percent in 1972, TRANSPORT TOPICS, no. 1975, June 18, 1973: 9

Truck cargo thefts and hijacking amounted to \$950 million during 1972, a 2 1/2% increase over the previous year, according to Seurs J. Seide, Executive Vice President of Babaco Alarm Systems. While the loss values levelled somewhat, he said, the number of truck cargo thefts continued to increase. The average truck theft dropped from \$47,000 in 1971 to \$34,500 in 1972 according to Mr. Seide.

2A1.3

Joseph M. Wallace says that truck hijackings seem to be leveling off; notes congressional report which indicated that large share of goods lost in transit is due to internal reasons. July 25, 7:25

JOURNAL OF COMMERCE 1973

2A1.4

Inland Marine Insurance Company Supt. Arthur Winntbeck notes adverse financial conditions in trucking industry caused by recession, higher gasoline prices and increase in thefts; advises risk managers to examine carriers' finances, ability to handle shipments and security. February 25, 10:6

JOURNAL OF COMMERCE 1975

2A1.5

**Truck Cargo Thefts Increase in New York City, FLEET OWNER,
v. 70(12), December 1975:41**

Grand larceny truck cargo thefts in New York City not involving the use of weapons rose 128% during the first eight months of 1975 compared with same period of last year, according to the Security Council of the New York State Motor Truck Association. Armed hijacking dropped 21% in the same period. During the eight months, hijacks and grand larcenies of truck cargoes combined to total \$4,635,082 in value.

PART A: PROBLEM AREAS**(2) HIJACKINGS****2A2.1**

Hijacking Plaguing the Seventies, TRUCKING BUSINESS, v. 66(2), February 1972: 33

The industry was shocked when cargo thefts were a "big problem" in the late sixties. In 1970, they exceeded the billion dollar mark and they're increasing everyday.

2A2.2

Sun Oil Company gasoline truck is hijacked on April 24; company says 7,800 gallons, valued at \$2,800, were stolen by armed man after he handcuffed and blindfolded driver. April 26, 18:8

NEW YORK TIMES 1973

2A2.3

Three men hijack truck on October 10 in Park Slope Section of Brooklyn and steal \$80,000 worth of dresses; driver W. Garrett was unharmed. October 11, 52:3

NEW YORK TIMES 1973

2A2.4

Refrigerator truck with \$33,000 worth of Florida shrimp is hijacked in Manhattan on October 25 by three gunmen; driver and assistant are released unharmed in Douglaston, Queens, several hours later. October 26, 49:7

NEW YORK TIMES 1973

2A2.5

United Parcel Service truck with \$10,000 worth of merchandise hijacked on Lower East Side on December 11 by two men; truck is found empty less than two hours later near Manhattan Bridge. December 12, 51:3

NEW YORK TIMES 1973

2A2.6

Island Transportation Company gasoline tank truck loaded with 3,000 gallons of gasoline is hijacked on January 3 in Bronx; two armed men hold driver W. Weber at gunpoint; Weber is later released unharmed. January 4, 14:8

NEW YORK TIMES 1974

2A2.7

Truck carrying \$100,000 in cigarettes is hijacked on January 21 in Brooklyn by two gunmen who released driver unhurt, January 22, 43:2

NEW YORK TIMES 1974

2A2.8

Harry Efferson held January 23 in hijacking of gasoline truck on December 28 in Brooklyn, January 24, 41:2

NEW YORK TIMES 1974

2A2.9

Van transporting estimated \$200,000 in coins to Metropolitan Rare Coin Exchange, New York City, is hijacked on Long Island Expressway, Long Island City; police account of hijacking noted. February 28, 34:2

NEW YORK TIMES 1974

2A2.10

Two men hijack Atlantic Richfield delivery truck and steal 8,500 gallons of gasoline. March 15, 11:4

NEW YORK TIMES 1974

2A2.11

Truck carrying \$3,000 worth of shrimp hijacked on May 3 in lower Manhattan; \$300 taken from driver Frank Lombardo. May 4, 45:2

NEW YORK TIMES 1974

2A2.12

Truck containing \$7,000 in beef hijacked in Brooklyn by three men on May 3; driver Irving Kaufman robbed of \$85 and driven around for one hour before being released unharmed. May 4, 45:2

NEW YORK TIMES 1974

2A2.13

Gunman orders driver and helper out of truck in northern Bronx and drives away with \$20,000 worth of liquor. May 8, 49:6

NEW YORK TIMES 1974

2A2.14

Article on truck hijacking in New York City; Sgt. Robert Chapman of New York City Police Department's Safe, Loft and Truck Squad says nearly 90% of hijackings in New York City can be tied to organized crime; Capt. Paul Heryny says significant number of hijackings are planned at two Queens social clubs; says it is

partly information coming from these clubs that has helped to reduce number of hijackings in city from high of 378 in 1971, involving \$7.8 million worth of merchandise, to comparatively low 1973 total of 127 hijackings, involving \$4.2 million. While police have succeeded in curtailing hijackings, they complain that not many hijackers have been jailed. Case study by New York Joint Legislation Committee on Crime of eight defendants arrested in November 1968 for criminal possession of over \$100,000 worth of stolen women's clothing noted that each defendant was fined \$2,500 and placed on probation by Judge Albert H. Bosch. During next five years, these men were arrested 17 additional times. Police have identified men as frequenters of Queens Social Club. Another frequenter cited is Paul Vario, who is member of Luchese crime family. Henny says Luchese family controls hijacking in city; graphs show number of hijackings and value of merchandise stolen in New York City metropolitan area from 1968 to 1973 and various items hijacked in 1973. May 20, 1:3

NEW YORK TIMES 1974

2A2.15

Two men hijack truck in Greenpoint, New York City, with \$25,000 worth of cigarettes, cigars and candles. May 31, 37:3

NEW YORK TIMES 1974

2A2.16

Two trucks, one containing \$50,000 in pennies and other \$100,000 in camera equipment, are hijacked at Associated Transport terminal in Waltham, Mass., by five men. June 11, 83:4

NEW YORK TIMES 1974

2A2.17

Three men hijack truck containing \$20,000 worth of cigarettes and candy on July 3 in Brooklyn; driver John Pazesl released unharmed. July 4, 23:5

NEW YORK TIMES 1974

2A2.18

Four armed men force truck driver out of vehicle in Queens on November 1 and escape with truck and \$7,000 worth of cold cuts. November 2, 33:

NEW YORK TIMES 1974

2A2.19

Tractor-trailer carrying 15 tons of assorted Keebler cookies is hijacked from rest stop on New Jersey Turnpike; New Jersey police say driver Frank Jones was headed north from Keebler County, Philadelphia, to Farmingham, Mass. November 7, 69:8

NEW YORK TIMES 1974

2A2.20

Tractor-trailer truck containing cigarettes valued at \$60,000 to \$70,000 is hijacked on Southeast Expressway, Mass, November 23, 32:1

NEW YORK TIMES 1974

2A2.21

Three men hijack truck loaded with 17,000 lbs. of frozen seafood near Fulton Fish Market, December 13, December 14, 33:1

NEW YORK TIMES 1974

2A2.22

Truck owned by H. Wool and Sons, containing \$8,000 worth of grocery and dairy products, is hijacked in downtown Brooklyn; driver and his helper released unharmed, June 14, 31:7

NEW YORK TIMES 1975

2A2.23

Security van, reportedly containing \$174,000, is hijacked by two gunmen in Elmhurst, Queens; in similar incident, two men hijack truck containing 129 ingots of copper valued at \$25,000 in Manhattan, August 29, 16:8

NEW YORK TIMES 1975

2A2.24

Shore Road Warehouse Company van containing 100 fur coats valued at \$100,000 is hijacked in Boro Park Section of Brooklyn; truck driver is released unharmed. November 25, 41:1

NEW YORK TIMES 1975

2A2.25

Team of thieves disguised as mailmen hijacks mail truck at Rockefeller Center (NYC) and makes off with eight sacks loaded with diamonds and other gems; detectives assume, based on volume of gems mailed daily in city, that sacks were worth \$500,000 to \$1 million; robbery described. November 25, 1:8

NEW YORK TIMES 1975

2A2.26

New York City police arrest John Collins, John O'Connor and John McMenomon for allegedly hijacking truck containing \$300,000 in furs in Williamsburg Section of Brooklyn; find 40 fur coats in their car; say suspects will be charged with another hijacking earlier in week in which estimated \$150,000 in furs were stolen. November 27, 37:2

NEW YORK TIMES 1975

2A2.27

Man hijacks truck carrying \$200,000 in furs near Bond and Nevins Streets, Brooklyn. November 29, 37:7

NEW YORK TIMES 1975

2A2.28

Refrigerated truck carrying \$3,000 worth of meat hijacked by three men in Bedford-Stuyvesant Section of Brooklyn; driver unharmed. December 6, 33:1

NEW YORK TIMES 1975

2A2.29

Gunman pretending to be detective hijacks truck carrying \$14,000 worth of toys on Long Island Expressway in Queens; driver James Simmons and Shepher Distributors Vice President Burt Monchik comment. December 6, 33:5

NEW YORK TIMES 1975

2A2.30

Four gunmen hijack truck waiting to unload \$40,000 worth of pork at Fort Greene, Brooklyn, meat market, kidnap driver Leroy Jack and his son James before releasing them unharmed two hours later; Michael Romano and James Warren arrested. February 10, 41:4

NEW YORK TIMES 1976

2A2.31

Attempt by three men to hijack truck delivering clothes to Howard Beach, Queens, is thwarted when men drive through traffic stop sign; Joseph Cusumano is arrested; other suspects escape. July 19, 27:7

NEW YORK TIMES 1976

2A2.32

Truck containing \$17,000 in cash and cigarettes is hijacked in Lower Manhattan. August 3, 43:8

NEW YORK TIMES 1976

2A2.33

U.S. Attorney Jonathan L. Goldstein and FBI investigator Robert Straub report sharp rise in truck hijacking in New Jersey. November 14, 50:4

NEW YORK TIMES 1976

2A2.34

Rising price of coffee bean lures truck hijackers, who are now passing up TV sets and wristwatches for chance to steal cargo of Colombia beans; coffee hijackers' favorite target is Port of New York, where nearly half of 2.5 billion pounds of green coffee imported into U.S. every year arrive. Green coffee beans are valuable only to companies that roast them, and some FBI agents suspect that some roasting firms are knowingly purchasing coffee beans at price below what they would ordinarily pay. April 20, 1:4.

NEW YORK TIMES 1977

PART A: PROBLEM AREAS

(3) PILFERAGE, ROBBERY, AND THEFT

a. Pilferage

2A3.1a

Five Loaves, Two Fiddles, THE ECONOMIST, April 23, 1977:16

New book, Part-time Crime: An Ethnography of Fiddling and Pilferage by Durham University Sociologist Jason Ditton, exposes pilferage schemes by truck drivers in Britian bread industry; photo.

b. Robbery

2A3.1b

Eight gunmen on November 11 holdup All Transport Warehousing Packing Corporation, Queens, New York, and drive off in three small trucks loaded with estimated \$300,000 worth of watches and watch parts. November 12, 32:1

NEW YORK TIMES 1973

2A3.2b

Two armed men handcuff security guard at wholesale meat market, New York City, and drive off with two truckloads of meat worth \$80,000; police arrest Frank Cassarino, John Pando and Ralph Scalonga; truck is recovered with load intact. November 29, 43:1

NEW YORK TIMES 1974

2A3.3b

Two armed men hold up Associated Transport Trucking Company and escape with \$305 and two tractor-trailer trucks loaded with \$100,000 worth of liquor. November 29, 31:6

NEW YORK TIMES 1975

c. Theft

2A3.1c

Burglars steal 1,000 cases of scotch worth over \$100,000 from Austin Nichols and Company warehouse, Queens, New York City, after absconding with trailer trucks. March 28, 47:1

NEW YORK TIMES 1972

2A3. 2c

C. G. Stefanakos and wife are charged in Federal Court, Brooklyn, with possession of 35 fur coats stolen from truck in midtown Manhattan. July 13, 39:7

NEW YORK TIMES 1972

2A3. 3c

Truck carrying \$1,500 worth of toys stolen from parking lot on October 24 is recovered and driver arrested on Staten Island; trucking company employee spotted truck driving across Verrazano-Narrows Bridge and sped ahead to warn police. October 25, 51:1

NEW YORK TIMES 1973

2A3. 4c

Gimbels Department Store delivery truck with \$20,000 worth of furniture and electrical appliances is stolen in Hunts Point Section of Bronx on October 24; driver had ignition keys in pocket while making delivery. October 25, 51:1

NEW YORK TIMES 1973

2A3. 5c

Truck driver Gaylord L. Sepich reports to FBI that thieves stole tractor-trailer containing 36,781 lbs. of beef, valued at \$45,000, from Toledo, Ohio truck stop. March 30, 32:1

NEW YORK TIMES 1974

2A3. 6c

Truck laden with \$12,000 in TV frozen dinners stolen in Greenwich Village on June 26. June 27, 49:7

NEW YORK TIMES 1974

2A3. 7c

Truck carrying \$125,000 worth of oriental rugs is stolen and stripped of its cargo. December 5, 51:1

NEW YORK TIMES 1974

2A3. 8c

Truck loaded with \$5,000 worth of meat stolen by two men from Gary Schneeweiss's Meat Market in upper Manhattan on December 19. December 20, 41:6

NEW YORK TIMES 1974

2A3.9c

Two tractor trailers loaded with appliances valued at \$110,000 are stolen from Pilot Freight Carriers, Inc. terminal in Maspeth, Queens, by three armed men; security guard Vincent Scuderi is slightly injured during holdup. August 4, 73:4

NEW YORK TIMES 1975

2A3.10c

Tractor-trailer with \$250,000 worth of X-ray equipment belonging to North American Phillips Corporation is stolen December 29 in Queens. December 30, 29:1

NEW YORK TIMES 1975

2A3.11c

Three trucks containing over \$25,000 in foodstuffs are stolen from I. Bernstein Distributing Corporation in Canarsie Section of Brooklyn. March 18, 45:1

NEW YORK TIMES 1976

2A3.12c

New Jersey trucker Barry Moore is charged with transporting \$6,000 worth of Scott Towels stolen last week from shipping platform in Eddystone, Pennsylvania. November 24, 54:6

NEW YORK TIMES 1976

2A3.13c

FBI investigates theft of \$50,000 worth of coffee from truck in Hayward, California. February 23, 2:6

NEW YORK TIMES 1977

2A3.14c

Four armed men steal \$225,000 worth of silver sheets from truck on route to flatware factory. May 10, 18:6

NEW YORK TIMES 1977

PART A: PROBLEM AREAS**(4) MISCELLANEOUS MOTOR TRANSPORT SECURITY PROBLEMS****2A4.1**

Long-distance truck drivers on routes between Europe and the Persian Gulf and further east face hazards; problems of recent boom include rough roads, extreme weather conditions, bandits, and long frontier delays for customs inspections. June 5, 12:3

CHRISTIAN SCIENCE MONITOR 1976

2A4.2

Trucking of goods from Western Europe to Middle East has become lucrative business, helped in part by congestion of Persian Gulf and Red Sea seaports; truckers are often suspected of smuggling or spying; tightening of border controls slows journey, and new transit taxes are raising rates. Western Europe truckers complain that low wages of Soviet-bloc truckers enable Communist combines to underbid Western competitors; hijacking and truck theft are rising; other difficulties noted; illus; map shows main truck routes. March 29, 41:2

NEW YORK TIMES 1977

PART B: COUNTERMEASURES

(1) OVERVIEW

2B1.1

Who Cares About Truck Theft? by Arthur E. Nyquist, TRAFFIC WORLD, v. 149(12), March 20, 1972: 57-58

Mounting cargo losses resulting from theft and mysterious disappearance are of growing concern to motor carrier management. Increasing awareness of the seriousness of the situation prompted A. J. Kearney and Company to survey motor carrier thinking on the problem. Brief questionnaires were mailed to 150 top executives representing large, medium, and small carriers in all regions of the U.S. and Canada. The responses to the cargo security survey would indicate that few carriers now have any accurate, quantitative measurement of their own cargo loss problem. Obviously, this makes problem solution even more difficult.

2B1.2

Stopping Truck Theft, by James P. Fernan, TRAFFIC WORLD, v. 149 (12), March 20, 1972: 51-52

Article examines some recent developments in government and industry in combatting cargo theft. There appears to be a running tendency, to assign blame and a greater tendency for those in government, industry and labor to address their efforts and resources to measure which will help reduce cargo losses. It appears that 1972 should see another slight decrease in cargo losses. However, despite these encouraging trends and modest achievements, the theft of cargo continues to be one of the most serious problems confronting the trucking industry.

2B1.3

Action Not Talk, Held Needed to Stop Trucking Thievery, by Max Cooke, TRANSPORT TOPICS, no. 1916, March 22, 1972: 9

2B1.4

Theft Seen as "Cancer" Eating Away Truck Line Profits, by Jesse H. Marell, TRANSPORT TOPICS, No. 1916, May 1, 1972: 2

Theft in the trucking industry is a "cancer" that is steadily eating away at profits and will eventually destroy companies unless it is halted, a veteran security officer told trucking executives in Toronto last week. The biggest problem is the relatively small everyday shortages. Colin Venning, manager of

theft control for the Automotive Transport Association of Ontario, told the 24th Annual Convention of the Operation Council of American Trucking Associations. One of the most essential preventive security measures - and the one he would choose if given a choice of only one, Mr. Venning said - is to "keep private vehicles as far from the terminal as possible." Mr. Venning summed up his approach to effective protection with four words: atmosphere, presence, enthusiasm and example.

2B1.5

National Association of Transportation Security Officers Trucking Security Manual-Recommended Draft, 30 p.

Procedures manual covering administrative and technical practices pertaining to transportation security. The following administrative areas are covered - communications, personnel, time clocks, freight bill control, cooperating with law enforcement agencies, and handling emergencies, strikes, and walkouts. Physical security considerations such as company locks, cargo seals, the protection of high-value loads, and garage and terminal security are included. Several examples of the wording for posted security signs are provided. Although designed primarily for trucking firms, this manual will be of value to any type of business involved in the handling and shipping of valuable goods.

2B1.6

Security Briefs: Truck Hijacking, by E. John Keller, LAW AND ORDER, v. 22(4), April 1974: 48

Today, organized crime has invaded the area of truck hijacking formerly operated by individuals or small groups of persons. The figures for truck hijacking are not particularly accurate but estimates have ranged from a half billion to one billion dollars per year. As in any crime control techniques, there are no sure-fire or all encompassing solutions; however, through the years certain tested procedures have been found to be successful. These are listed by Mr. Keller. These suggestions could easily be expanded but they represent some of the tested methods now being used or, in some cases, not generally used. Like any other form of crime, truck hijacking can be reduced by the application of these four critical variables - intelligence, time, information and money.

2B1.7

The Billion Dollar Target for Theft and Pilferage, by Bernie Swartz, FLEET OWNER, v. 70(6), June 1975: 87-91

Truck theft hits all areas; true, well - who knows? Federal controls threaten; you can't hide thefts updating the answers; filtering out the thieves; to polygraph or not? Tips on theft control; sometimes it takes a professional.

2B1.8

Inland Marine Underwriters Association Chairman William McCardell's article discusses efforts to prevent truck cargo thefts, which cost economy estimated \$4 billion in 1975. February 13, 2:4

JOURNAL OF COMMERCE 1976

PART B: COUNTERMEASURES

(2) LAW ENFORCEMENT

2B2.1

New York City police arrest C. Richardson, C. Griffin and K. Moore during attempt to hijack three truckloads of beef valued at \$200,000; attempted hijacking and capture of brigands outlined. January 25, 23:6

NEW YORK TIMES 1972

2B2.2

Procession of judges and Bergen County, New Jersey, assistant prosecutors are scheduled to testify in coming weeks at trial of suspended Bergen County Prosecutor Dilts and co-defendant Mr. Schiro, charged with conspiracy, bribery and misconduct in office; both are charged with seeking bribes from figures involved in criminal cases in return for getting lighter sentences; involved in case are those convicted of such crimes as hijacking, armed robbery and extortion; testimony of assistant Bergen County Prosecutors A. L. Genton, C.S. Buckley and E. N. Fitzpatrick noted. January 30, 24:4

NEW YORK TIMES 1972

2B2.3

Federal District Court, Greensboro, North Carolina, convicts nine persons for conspiring to hijack truckload of cigarettes valued at \$101,810 and owned by Lorillard Corporation. February 6, 57:4

NEW YORK TIMES 1972

2B2.4

In Great Britian, five men charged with hijacking lorry carrying 400,000 pounds sterling in silver bullion in May 1972; names of those charged given. May 10, 4:4

TIMES OF LONDON 1973

2B2.5

FBI arrests S. E. Cohen on July 30 on charge of possession of goods stolen in at least two armed truck hijackings in northern New Jersey in last six weeks; Cohen had \$35,000 worth of stolen clothing in his possession. July 31, 29:1

NEW YORK TIMES 1973

2B2.6

Counsel Montague Waters says on October 10 that George H. Ince was not part of gang that hijacked truck containing silver ingots in Essex, England, on May 2, 1972; Ince has been on trial with four other men since September 4; all are pleading not guilty. October 11, 3:4

TIMES OF LONDON 1973

2B2.7

New York State Crime Committee on November 1 discloses case study in which New York State Supreme Court Justice A.H. Bosch failed to cancel probation of eight convicted robbers who were subsequently arrested 17 times on charges of hijacking, auto theft, weapons possession, bribery and burglary during 5-year period. Records indicate that judge had been informed of arrests; defendants are identified as V. Alberti, A. Cusamano, J. Cusamano, V. Minore, D. Rizzo, A. Suppa, P. Tinneny and J. Collins; case is part of broader committee investigation that found that fewer than 1/2 of 1% of people arrested for criminal possession of stolen property in New York State receive jail sentences. Committee Chairman New York State Senator R. J. Marino says committee is becoming increasingly frustrated over ability of organized crime to escape any penalty; committee heard testimony that number of actual truck hijackings in New York area have declined in last three years. New York City Detective M. Butler reports that number of hijackings has dropped to 189 in 1972 from 378 in 1971; says there have been 105 truck hijackings in 1973; attributes decline to better police and industry efforts to combat hijackings; says over \$50 million worth of merchandise was stolen while in transit in New York City metropolitan area during last three years. In 1970, there were 6,400 arrests for criminal possession of stolen property, 904 indictments and 30 state prison convictions. November 2, 8:1

◊ NEW YORK TIMES 1973

2B2.8

Four men November 30 get 15-year jail terms for hijacking silver bullion worth 400,000 pounds sterling from van on Brentwood, England by-pass in May 1972. December 1, 3:1

TIMES OF LONDON 1973

2B2.9

Three men have been charged in connection with FBI's recovery of 12,500 pair of panty hose, nylons and other undergarments bearing J. C. Penney label; goods were stolen from Interstate truck shipment; suspects are Howard Colburn, Jr., Oscar Gomez and Spencer Cosner. September 7, 24:2

NEW YORK TIMES 1974

2B2.10

Grand Jury indicts New York City Patrolmen Eugene Vitale and Frank Frigentl, alleged association of underworld leader Paul Vario, Sr. for conspiring to hijack truckload of liquor valued at \$40,000; evidence leading to indictments detailed; Frigentl ill. in police custody. September 26, 33:7

NEW YORK TIMES 1974

2B2.11

Maurice E. Chassa, former executive director of Bedford-Stuyvesant Youth-in-Action program, and Clement A. Miller are arrested with Douglas C. Grigsby and Irving Stacey Hines in Queens and charged with possession of hijacked truck cargoes worth over \$250,000; Chessa and Miller were arrested on May 11 on charges of kidnapping and attempting to murder James Barclift; Chessa is former director of branch office operations for New York City Offtrack Betting Corporation. September 29, 40:4

NEW YORK TIMES 1974

2B2.12

Vincent Santa, Thomas Cougar and Michael Scarano, reputed members of New York City crime family, are arrested on charges of attempting to load \$250,000 worth of hijacked imported men's suits onto truck that was parked outside M & T Chemicals, Inc. warehouse in Matawan, New Jersey; suits were hijacked on November 26 from truck hauling them from Kennedy International Airport. December 3, 88:4

NEW YORK TIMES 1974

2B2.13

Federal District Judge Joseph S. Lord 3d sentences Joseph J. Kazmier 3d to 5 years probation for theft of tractor-trailer loaded with 25,789 lbs. of cookies, Hamilton Turnpike, New Jersey. February 1, 58:1

NEW YORK TIMES 1975

2B2.14

California Launches War on Cargo Hijackers, by William R. Roper, CALIFORNIA HIGHWAY PATROLMAN, v. 39(5), July 1975: 4

With cargo thefts causing a national loss of \$2 billion a year, California law enforcement officers are now engaged in a massive multi-prong attack on the racket. One main thrust of the attack is to go after the truck hijackers. In this, the California Highway Patrol continues to play an important role. Another major line of attack is a

crackdown on commercialized thievery by going after the "fences," those dealing in stolen merchandise. In recent years, the numerous swapmeets held regularly throughout the state have become popular disposal outlets for the hot goods. But what appears to be most needed now in stopping cargo thefts and related thievery is greater public cooperation. The consumer, in the final analysis, continues to pay the bill.

2B2.15

Seven men are indicted on charges of stealing \$100,000 of Yves St Laurent men's suits from Air Freight Transportation, Inc. truck on November 26, 1974; those indicted are Vincent Santa, Pasquale DeFellipo, Stanley A. Diamond, Joseph A. DeLuca, James De Fellipo, Morris Spiers and Michael Scarano. September 12, 71:2

NEW YORK TIMES 1975

2B2.16

Federal Grand Jury indicts 18-member gang on charges of having carried out five truck hijackings in 1971 and 1972 that netted over \$400,000; Federal officials say hijackers missed nearly \$3 million after they seized mail truck at Air France terminal at Kennedy Airport on April 29, 1972. Assistant Postal Inspector John Culleeny says none of loot taken in hijackings has been recovered. David G. Trager, U. S. Attorney for Eastern District of New York, says indictments are result of 4-year probe by postal inspectors and FBI; 10 gang members are arraigned before Federal District Judge Orrin G. Judd; three will appear for arraignment on February 3; three are currently in jail on other charges and two are still at liberty; gang members listed. February 6, 33:7

NEW YORK TIMES 1976

2B2.17

New Jersey Supreme Court rules Town of Koarny was justified in passing laws to regulate Hudson Circle Service Center truck parking lot used by some 30 national trucking companies; town passed laws after number of trailers were stolen or broken in to. May 27, 75:7

NEW YORK TIMES 1976

2B2.18

FBI arrests Leon Hargrove and unidentified juvenile, New York City, on charges of hijacking at gunpoint truck loaded with \$135,000 worth of lobsters; lobsters were recovered. September 10, 2:2

NEW YORK TIMES 1976

2B2.19

Judge John F. Dooling, Jr. revokes Salvatore Albanese's probation, Federal District Court, Brooklyn, for associating with organized crime and orders him to serve more than three years in prison. Albanese received 1-year suspended jail sentence for participating with Carmine Persico and two other men in hijacking of truckload of goods in 1959, but was given 5-years probation under conditions that included ban on associating with any known criminals. FBI agents who kept Albanese under constant surveillance testify that he was seen at least 50 times in company of individuals with criminal records, including Thomas DiBello, Anthony Abbate-marco, Alphonse Persico, Albert Gallo and James Napoli. Albanese and his lawyer, James M. LaRosa, argue that Albanese only associated with people he knew. November 6, 1976

NEW YORK TIMES 1976

2B2.20

Four Essex County, New Jersey, men, Frank Batso, Nicholas Stefanelli, Donald Serito and Gerald Spurduto, convicted of 1971 robbery of truck containing \$471,000 in liquid gold and silver. December 24, 1976

NEW YORK TIMES 1976

PART B: COUNTERMEASURES**(3) GOVERNMENT INITIATED COUNTERMEASURES****2B3.1**

DOT Planning Wide Program in Truck Cargo Security Field, by Jesse H. Merrell, TRANSPORT TOPICS, No. 1905, February 14, 1972: 1,6

Federal safety investigators will soon begin making terminal cargo security surveys in conjunction with routine safety inspections, motor carrier executives were advised here last week by the Deputy Director of the Bureau of Motor Carrier Safety. The surveys will be in the nature of "technical assistance" to firms that do not have a full-time security man and are designed to generate voluntary interest by motor carriers to pay more attention to protection of cargo," Kenneth S. Pierson told the board of governors of the Regular Common Carrier Conference. The Department of Transportation also is establishing some demonstration projects in various parts of the country to test security devices, develop model security systems for terminals and establish better control and surveillance systems to monitoring high-value cargo.

2B3.2

DOT Planning System to Halt Cargo Thefts, TRANSPORT TOPICS, No. 1961, March 12, 1973: 1,3,5

Secretary of Transportation Brinegar announced that a California firm and Army engineers will participate in a program designed to prevent truck cargo theft through the use of an electronic vehicle identification system. Hoffman Electronics Corporation of El Monte, California, has been awarded a \$36,000 contract for its portion of the work. The Army Electronics Command of Fort Monmouth, New Jersey, will also participate in the project. The program is being managed by the Transportation Systems Center of DOT with the Department's Office of Transportation Security.

2B3.3

Hooded, unidentified witness described by police as having 30-year criminal record tells Senate Committee organized crime involved in 75% cargo theft and hijacking; New York County Assistant District Attorney F. Snitow says underworld able to recruit men knowledgeable with respect to transportation of valuable property; urges trade associations label goods to allow tracing of stolen merchandise; testimony. May 3, 1:4

2B3.4

Unidentified New York City police informant testimony to Senate Select Committee on Small Business charges 50% of dispatchers in New York City trucking firms are involved with organized crime and hijacking racket; charges some New York City retail stores buy stolen goods; F. Snitow, Assistant New York District Attorney, comments, May 3, 1:2

WOMEN'S WEAR DAILY 1973

2B3.5

Masked witness in wheelchair, who admits to participating in 93 truck hijackings and having spent 20 of his 48 years in jail, on May 2 gives graphic description of New York City hijacking racket to Senate Select Committee on Small Business. Witness, testifying under pseudonym of B. White, tells of network of neighborhood connections for disposing of stolen merchandise at below-discount prices; describes ease with which \$100,000 worth of goods can be stolen from truck without fear of apprehension by law enforcement authorities. Committee Chairman Senator A. Bible is only committee member who played tape recordings taken from alleged telephone conversations of two subpoenaed witnesses who refused to answer questions, also testify; one reluctant witness, R. Eboli, reportedly was overheard arranging to dispose of \$50,000 worth of shoes that had been stolen from Endicott Johnson factory in Binghamton, New York. Other witness who invoked Fifth Amendment is B. Damsky, who allegedly bought 9,500 stolen electric razors. Hijacking racket, according to testimony at hearing, was responsible for \$67 million in stolen goods in New York City in 1972 and \$828 million nationwide. May 3, 47:6

NEW YORK TIMES 1973

2B3.6

Aerospace Technology used to Attack Theft, by M. E. Miccolini, TRANSPORT TOPICS, No. 2149, October 18, 1976: 10

The same aerospace technology that placed men on the moon is finding solutions to one of the trucking industry's major problem areas - the need for reduction of cargo losses. The Law Enforcement Assistance Administration, Department of Justice, through the Aerospace Corporation of Washington, D.C. and Los Angeles, is providing direction for the development of a cargo security system that uses space-age computers and telemetry technologies. The system will provide a dispatcher with minute-to-minute knowledge of the truck location and the status of sensors strategically placed in the trucks. The system is now entering the field test stage.

PART B: COUNTERMEASURES**(4) TRUCKING INDUSTRY INITIATED COUNTERMEASURES**

2B4.1

Trucking industry traffic safety efforts and efforts to halt cargo loss through theft discussed, May 5, 2:3

JOURNAL OF COMMERCE 1973

2B4.2

Security Seminar Offers Much Help on Curbing Thefts, by James Fernan, TRANSPORT TOPICS, No. 1974, June 11, 1973: 16

The security seminars sponsored by the Operations Council and the Trucking Industry Committee on Theft and Hijacking are directed more toward operations managers than security specialists. There is the need to put information in the hands of management people to show how theft-related losses can be reduced within trucking companies. Although some companies have employed security specialists, many others feel they cannot afford to do so. These seminars will review improvements or changes in operating areas which decrease the opportunity to steal and increase the likelihood of thefts being disclosed as they occur.

2B4.3

"The Hijackers," 20-minute ATA-sponsored film, has premiere in Washington, TRAFFIC WORLD, v. 158(1), April 1, 1974: 65

Government officials, representatives of law enforcement agencies, trucking industry executives and writers for periodicals attended the premiere of "The Hijackers" March 26, at the Statler-Hilton Hotel in Washington, D.C. The film demonstrates modern security measures used by motor freight carriers. "The Hijackers" is a 20-minute documentary produced under the supervision of the American Trucking Associations Trucking Industry Committee on Theft and Hijacking (TICOTH) and was funded by the 3M Co. Decorative Products Division as a member of the ATA Foundation.

2B4.4

Film premiere details security in trucking field. TRANSPORT TOPICS, No. 2016, April 1, 1974: 6

Federal officials, congressmen, committee staff members, representatives of law enforcement agencies and trucking industry executives attended the premiere of "The Hijackers"

last Tuesday at the Statler-Hilton Hotel in Washington. The film demonstrated modern security measures used by motor freight carriers, thereby emphasizing that theft and hijacking can be reduced through a planned security program.

2B4.5

Second in series on negotiations between US shippers and trucking companies to set up procedure on cargo damage and theft claims; voluntary Transportation Arbitration Board proposed by Shippers National Freight Claim Council and National Freight Claim Council, seen less costly alternative to Federal Government involvement. March 17, 1:7

JOURNAL OF COMMERCE 1975

2B4.6

PIE's Claim Control Approach "Do it right, the first time," by Ed Sierra, Vice President of Claims and Security Intermountain Express, TRAFFIC WORLD, v. 162(1), April 7, 1975: 39

Trans Pacific Intermountain succeeds in reducing claim ratio to less than 1%. Success in claim control is attributed to a program which was designed to be both functional and practical and to attack the loss and damage problem, from three different fronts, all monitored by the claims department. The entire program is based on the theory that claim prevention is an integral part of all of the company's operations and that each department and each terminal must participate in the program.

2B4.7

A View of Damage Prevention from Burlington Northern, by John F. Dean, Director, Security and Freight Claim Prevention, Burlington North, TRAFFIC WORLD, v. 162(1), April 7, 1975: 43

Much of the progress in lowering claims is directly related to close cooperation with shippers and receivers, along with a constant alertness to innovations and genuine efforts to implement them at every opportunity.

2B4.8

Freight Security; A Carrier's Approach, by Tom Foster, DISTRIBUTION WORLDWIDE, v. 75(9), September 1976: 41

A motor carrier (A-P-A) that has solved some tough security problems gives the shipper some tips on how to design a comprehensive security system from the ground up. A-P-A uses its share of high technology

hardware to protect freight in its 11 terminals and on the more than 1,000 trailers and PU&D vehicles. But the key to its program is the way security has been integrated into the operations of all departments. Every employment application, whether it is for a driver, a casual dock worker, or a terminal manager, must be screened by Lawless's security department.

284.9

"Security with a Purpose," by Rick Cross, COMMERCIAL CAR JOURNAL, v. 132(6), February 1977: 81-87

Swift Line Transfer of North Bergen, New Jersey, a grocery distribution fleet for General Warehouse Corporation and Atlantic Distribution Center, Inc., operates in the high-crime areas of Connecticut, New Jersey, New York City and Philadelphia. Carrying high-value commodities such as cigarettes, the fleet lost \$250,000 to thieves during 1973 and decided a strong security program was long overdue. Subsequent efforts cut theft-related losses drastically, and Swift Line was hijack-free during all of 1976. This article describes how they did it.

PART B: COUNTERMEASURES**(5) JOINT GOVERNMENT-INDUSTRY COUNTERMEASURES****2B5.1**

Growing Battle Against Cargo Hijackers, U.S. NEWS AND WORLD REPORT, V. 78(10), March 10, 1975: 39

Cargo thefts estimated at more than 15 billion dollars a year are the target of a new drive by the government and industry. What they are trying to stop ranges from petty pilfering to armed hijacking of fully loaded tractor-trailers containing goods worth up to a half million dollars. The campaign, coordinated by U.S. attorneys, was authorized under an order signed in January by President Ford. It directs the Departments of Justice, Transportation and Treasury, and regulatory agencies, to work with local law enforcement officials and private industry to create regional task forces aimed at halting cargo theft. As a part of this drive, the Department of Transportation is developing a number of anti-hijacking and anti-theft devices.

PART B: COUNTERMEASURES**(6) SECURITY METHODS AND EQUIPMENT - PROGRESS AND PROPOSALS**

2B6.1

Executive Services, Inc. Cooperative Approach to Cargo Security in the Trucking Industry (Final Report, Phase I), Prepared for US Department of Transportation, Office of Transportation Security, Washington, D.C., by Executive Services, Inc., Edison, New Jersey (1973) 89 p.

Study of cost-effective security improvements made in the cargo terminals of seven interstate motor carriers which corrected major problems and reduced cargo claims. Findings in this study of seven terminal security programs in the same high loss area of northern New Jersey point to the conclusion that the key to dramatic reduction in theft-related cargo losses is prevention. This necessary element of prevention results from close cooperation between corporate security management and individual terminal management. With both levels dedicated to constant security awareness and a sound loss prevention program, the findings were based on analyses of the terminal security systems of seven interstate motor carriers. Each participating carrier allowed the implementation of security measures recommended by a single local security consultant. These measures, tailored to meet the separate needs of the companies, proved to be highly cost-effective, and are outlined in individual narratives. The security principles espoused by this study are founded on the presence of a strong security-conscious management team and the development, as well as enforcement, of sound cargo handling and paper control procedures which insure accountability. Other key security measures discussed include strict traffic control during working hours, adequate physical security and facilities to deter entry of thieves, alarm systems, employee screening procedures to prevent hiring undesirables, and utilization of guards as needed. Tables showing costs of improved security and resulting claims savings are provided. (For Phase II see: Truck Terminal Cargo Security Effectiveness Compared to Company-Wide Security, May 1974.)

2B6.2

US Department of Transportation, Office of the Secretary, Truck-Top Markings for Visual Identification, Washington, D.C. (1973), 75 p.

Project to determine the most useful sizes, shapes, location, and colors for markings which facilitate recovery of hijacked

trucks. A small but significant portion of cargo theft is due to truck hijacking and thefts of fully loaded trailers and containers. Immediate awareness of the occurrence of a hijacking or truck theft is the most important element in interception, but rooftop markings on trucks and trailer considerably enhance the probability that a hijacked or stolen vehicle will be located rapidly, since most major cities now have police helicopter patrols. This publication describes experimentation with rooftop markings which was carried out by the Transportation Systems Center of the Department of Transportation with the assistance of the New York City Police Department. Guidelines for the appearance of the markings and for suitable materials are presented.

286.3

Aerospace Corporation Equipment Systems Improvement Program - Development - Evaluation of an Automatic Direction Finder for Hijacked Truck Location, Prepared for Law Enforcement Assistance Administration by Aerospace Corporation, El Segundo, California (1973) 36 p.

This study evaluates the efficacy of an automatic direction finder (ADF), tuned to commercial AM broadcast stations, to locate a hijacked truck in an urban environment. The measurements taken with the ADF in a test truck indicated that the errors were greater than an acceptable level. Measurements were made at seventeen sites, which ranged in character from downtown, with high-rise buildings, to some relatively uncluttered flat areas. The level of errors correlated with the complexity of the environment and indicated that buildings, power lines, and other potential reradiators strongly influence the electromagnetic field, even at wavelengths as long as 500 meters. On the basis of these tests, it is recommended that the use of a truck-installed ADF be eliminated as a candidate for hijacked truck location.

286.4

Aerospace Corporation Equipment Systems Improvement Program - Development - Feasibility Demonstration of a Truck Antihijacking System, Prepared for Law Enforcement Assistance Administration by Aerospace Corporation, El Segundo, California (1973) 49 p.

A truck antihijack system was designed, assembled, and demonstrated, that satisfies the case of an urban delivery truck operating over any prescribed route. The system

employs a simple calibrated odometer supported by capabilities for hijack detection, engine disabling, and aural and visual beacons. The design uses no direct driver interaction and operated autonomously in the case of a hijack event. The base, or dispatcher, station equipment requirements are simple and economical. System performance and costs are discussed and considered reasonable.

2B6.5

Mitre Corporation Trailer Kingpin Locks - Final Report, Prepared for US Department of Transportation, Washington, D. C. by J. J. Raspuroth, Mitre Corporation, McLean, Virginia (1973) 22 p.

Evaluation of eight different models of mechanical locking devices used to prevent or deter the removal of a usually loaded, semi-trailer when it is parked for loading, unloading, or temporary holdover. A trailer kingpin locking device consists of a collar or other obstructive device which is attached to the "fifth wheel" pivot pin of a motor freight semi-trailer when the trailer is parked and detached from its tractor truck. The locking device incorporates a lock cylinder or padlock intended to prevent unauthorized removal and is designed to prevent attachment of a tractor truck to the trailer on which it is installed. Eight different models of trailer kingpin locking devices, manufactured by five different companies, were examined. Detailed recommendations are made of desirable improvements for each locking device design. A list of recommended design features suitable to trailer kingpin locks in general is included.

2B6.6

DOT P 5200.1, Executive Services Truck Terminal Cargo Security Effectiveness Compared to Company-Wide Security (Final Report, Phase II), Prepared for US Department of Transportation, Office of Transportation Security, by Executive Services, Edison, New Jersey (1974).

The purpose of this study, which is the second phase of a two-part study of cargo security in the trucking industry prepared by Executive Services, Inc. (for Phase I, see A Cooperative Approach to Cargo Security in the Trucking Industry), is to relate the impact of improved security operations of seven designated terminals to company-wide operations of their respective parent companies. This report presents comparisons of the reduction in theft-related

claims for all causes as achieved by each terminal to those achieved by the parent company. It can be concluded that the improved terminal security directly reduced theft-related claims and claims for all causes, making additional funds available for other needs by producing greater profits. The terminals undertook other programs to improve security. The parent companies did not. The terminals significantly reduced outlays for claims; the parent companies did not. Data to support these conclusions is presented in this study.

1B6.7

Aerospace Corporation Concept Definition for the Truck Antihijack and Trailer Security System - Equipment Systems Improvement Program, Prepared for National Institute of Law Enforcement and Criminal Justice, by Aerospace Corporation, El Segundo, Calif. (1974) 95 p.

This document reviews the state-of-the-art in automated vehicle locator systems and cargo security alarm systems for an economically feasible application to the trucking industry. The conceptualized system is described in terms of cost, random route location, communication, range, hijack detection, and driver interaction requirements. Various types of base-station, vehicle, and wayside equipment are discussed in the ideal and in relation to existing equipment. The appendixes present information on low-profile antennas, AM (radio), phase-lock hyperbolic vehicle locator systems, signpost receivers, and dead reckoning devices.

2B6.8

Truck Hijacking, by J. E. Keller, LAW AND ORDER, V. 22(4), April 1974: 40-49

Historical discussion of truck and cargo hijacking, with twenty specific suggestions of tactics that can be employed to ensure cargo security. Suggestions offered to combat truck hijacking and cargo theft include inventory procedures, cargo seals, truck mileage and metering devices, stockyard surveillance, and better employee screening procedures.

2B6.9

Army Desires Aid to Locate Hijacked Trucks, OPEN ROAD, V. 9(8), August 1974: 34

Technique developed to aid police in helicopters to locate stolen or hijacked trucks.

2B6.10

Lowly License Tague May Hold the Key to Cutting Hijacking, TRANSPORT TOPICS, No. 2035, August 12, 1974: 9

License tags can enable trucking firms to monitor vehicles carrying valuable cargo, thus reducing the risk of hijacking. The system which also transmits emergency radio messages between motorists and law enforcement officials, would reportedly cost very little when manufactured in quantity and would perform a variety of basic functions.

2B6.11

US Department of Transportation Theft-Related Losses - Class Motor Carriers of General Freight, 1972-1974, Prepared for US Department of Transportation, Office of Transportation Security, Washington, D. C. (1975) 33 p.

Summary of economic data submitted to the Interstate Commerce Commission, including information on the nature and trend of national theft-related cargo losses for all modes of transportation. This report is divided into three parts: The United States Summary, The Interstate Commerce Commission (ICC) Regional Summaries, and the TRINC'S Regional Summaries. The United States Summary presents tabular data for the whole of the nation with data presented on both a quarterly and calendar year basis. The ICC Regional Summaries present the same data items arranged by each of the nine ICC regional areas. Each area is titled at the top of each page by both number and region name as well as described by map and area encompassed at the bottom of each page. The TRINC'S Regional Summaries divides the data according to the twenty TRINC regional areas. (These are territorial groups defined and established by the TRINC's transportation consultants, a Division of Dunn and Bradstreet, Inc.) definitions of each grouping appear at the bottom of each TRINC'S summary page. Analysis of this data has revealed a very small but distinguishable trend toward reduction in the relationship of theft-related losses to cross revenues.

2B6.12

Hoffman Information Identification, Inc. Cargo Security Systems Program - Design Requirements Report, Prepared for Aerospace Corporation, El Segundo, California, by Hoffman Information Identification, Inc., Fort Worth, Texas (1975) 18 p.

A technical analysis of an automated electronic cargo security system for trucks that reports unauthorized access to cargo and vehicle location to the dispatcher for further action. The environmental, regulatory and operational requirements of such a system are established. A detailed technical description of a general system meeting these requirements is described. Ten candidate vehicle location technologies are investigated and from these ten, three are selected for detailed technical, operational and cost analysis. A detailed system implementation is performed using these three candidate location technologies. These approaches are then evaluated versus the criteria established under the requirements section. The prime criteria used are location accuracy, cost, metroplex coverage in the United States and regulatory constraints.

2B6.13

Hoffman Information Identification, Inc., Cargo Security System Development - Technical Summary - Final Report, Prepared for Aerospace Corporation, El Segundo, California, by Hoffman Information Identification, Inc., Fort Worth, Texas (1976) 75 p.

Technical summary of the development and pilot test of an automated electronic cargo security system to report potential unauthorized access to cargo and vehicle location to a dispatching for further action. The system concept is that of using truck-installed sensors to monitor the activities occurring at the cargo truck, and reporting this information, together with the location of the vehicle, to the fleet dispatcher at the freight depot via the land mobile radio communications equipment employed for dispatch purposes. This volume gives a concise description of the overall system and software as well as an overview of the technical and human factors findings of the pilot test which are translated into recommendations for the subsequent operational field test and evaluation.

2B6.14

Red Flags for Terminal and Warehouse, E. Venning, SECURITY WORLD, V. 13 (10), October 1976: 24-25

A Canadian trucking security expert offers some suggestions for staying on top of transport loss prevention. Positive loss prevention statistics are listed.

2B6.15

Hoffman Information Identification, Inc. Cargo Security System Development, v 2 - System and Pilot Test Description - Final Report, Prepared for Aerospace Corporation, El Segundo, Calif., by Hoffman Information Identification, Inc., Fort Worth, Texas (1976) 300 p.

System and pilot test description of an automated electronic cargo security system that reports potential unauthorized access to cargo and vehicle locations to a dispatcher for further action. The system concept is that of using truck-installed sensors to monitor the activities occurring at the cargo truck, and reporting this information, together with the location of the vehicle, to the fleet dispatcher at the freight depot via the land mobile radio communications equipment employed for dispatch purposes. This volume gives a detailed discussion of the overall system as well as a detailed description of each of the subsystems. The pilot test is described and the results are analyzed. Appendices are included to support the descriptions; e.g., by explaining in detail the accuracy data reduction.

2B6.16

Hoffman Information Identification, Inc. Cargo Security System Development, v 3 - Supporting Design and Field Data - Final Report, Prepared for Aerospace Corporation, El Segundo, Calif., by Hoffman Information Identification, Inc., Fort Worth, Texas (1976) 800 p.

Supporting design and field data for the development of an automated electronic cargo security system to report potential unauthorized access to cargo and vehicle locations to a dispatcher for further action. The system concept is that of using truck-installed sensors to monitor the activities occurring at the cargo truck, and reporting this information, together with the location of the vehicle, to the fleet dispatcher at the freight depot via the land mobile radio communications equipment employed for dispatch purposes. This volume presents the raw accuracy data, overview maps showing test areas, AM radio station placement, signpost, transmitter placement, drawings of all system elements, computer listing, data base listings, and software flow charts.

2B6.17

Precautions on Pre-Loading, by C.J. Hamphill, Jr. SECURITY
WORLD, V. 13(10), October 1976: 30-64

This article identifies security problems faced by trucking firms that must pre-load vehicles and describes precautions that can be taken to protect merchandise from theft. Some of the precautions discussed include having persons other than drivers load trucks, pre-loading in the afternoon instead of at night, tight control of ignition keys, and padlocking the wheels of the trailers to a secure post.

SECTION 3

AIR TRANSPORT

PART A: PROBLEM AREAS

(1) OVERVIEW

3A1.1

Airport Security Council reports April 17, that cargo-theft losses at Kennedy International Airport in 1971 amounted to \$568,341. April 19, 94:4

NEW YORK TIMES 1972

PART A: PROBLEM AREAS**(2) THEFT AND ROBBERY****3A2.1**

Cargo Thefts Hit 5-year low at airports in New York area, TRANSPORT TOPICS, No. 1906, February 21, 1972: 18

Cargo thefts at New York metropolitan airports were cut to a five-year low in 1971.

3A2.2

Mrs. C. Lopez Pina, wealthy Portugese tourist, reports to police that her travel bag containing jewels worth \$1.1 million was stolen at Orly airport; notes jewels included a 45-carat diamond; police describe theft as largest at Orly. March 26, 10:1

NEW YORK TIMES 1972

3A2.3

Brinks' Inc. Executive Vice President F. Wells says securities worth \$2 million were stolen from North Central Airlines plane on 19-minute flight from Chicago to Milwaukee; says \$1 million of stolen shipment was negotiable but that stop payment orders on securities were issued shortly after theft was discovered; says theft was made during flight either by someone hiding in baggage compartment or by passenger who gained access through restroom; FBI says it is investigating theft. August 19, 54:6

NEW YORK TIMES 1972

3A2.4

Consignment of diamonds valued at more than \$500.00 is stolen from Air France jetliner that was carrying them from Israel to Hong Kong on October 10. October 11, 5:1

NEW YORK TIMES 1972

3A2.5

Three gunmen dressed in work clothes on May 1 escape with estimated \$500,000 in jewels after robbing Air India terminal at Kennedy International Airport; six employees as well as truck driver and security guard who arrived on scene while crime was in progress were gagged, handcuffed or bound and robbed of their wallets. May 2, 47:8

NEW YORK TIMES 1973

3A2.6

Diamonds worth more than \$100,000 disappear July 18 on El Al airliner on flight from Tel Aviv to London; jewels were bound for New York City. July 19, 7:1

NEW YORK TIMES 1973

3A2.7

Burglars break into Randy International Forwarders during weekend of September 22, making off with two cartons containing total of 497 ounces of gold-treated wire worth \$55,000 and \$500 in cash. September 24, 37:2

NEW YORK TIMES 1973

3A2.8

Four armed brigands on January handcuff 10 airline employees in cargo building at Kennedy International Airport and escape with more than \$200,000 in cash. January 5, 17:6

NEW YORK TIMES 1974

3A2.9

Van containing \$13,000 worth of Russian palladium hijacked at Kennedy International Airport on March 28 by two armed men. March 29, 39:1

NEW YORK TIMES 1974

3A2.10

Edwood Rosen, Pomerantz Jewelry Company salesman, says he lost bag containing \$25,000 in gold bracelets and chains on TWA flight from San Francisco to Boston; bag is found at Kennedy International Airport and flown to Boston, but by then it is empty. September 17, 39:2

NEW YORK TIMES 1974

3A2.11

Consignment of 44 diamonds worth \$300,000 stolen at Charles DeGaulle Airport, Paris, on November 30. December 1, 3:6

NEW YORK TIMES 1974

3A2.12

Editor, commenting on reports of recent shipments of plutonium through Kennedy International Airport, urges new and concerted international action to minimize the dangers of a catastrophe from accidental spread of lethal substance or from theft by fanatics or criminals anxious to make amateur atomic bombs; notes increasing importance of plutonium as commercial material in nuclear power industry. March 29, 22:2

NEW YORK TIMES 1975

3A2.13

Emeralds worth estimated \$118,000 are stolen from Air France cargo area at Kennedy International Airport. April 18, 37:4

NEW YORK TIMES 1975

3A2.14

Large bar of gold is stolen from Dominicana Airlines plane on its way to Switzerland on August 29 during stop at Kennedy International Airport; ownership of shipment and circumstances of its disappearance remain under investigation. September 3, 41:1

NEW YORK TIMES 1975

3A2.15

Search is under way for \$143,000 74-pound bar of gold bullion, which vanished in transit from major new goldmining operation in Dominican Republic to Switzerland, where bar was to be refined and sold; bar was 1 of 5 gold bars 10 military personnel and other authorities certified as loaded aboard Dominican Airlines plane in Santo Domingo for nonstop flight to Kennedy International Airport. September 4, 39:4

NEW YORK TIMES 1975

3A2.16

British Airport Authority Chairman Nigel Foulkes rejects "thiefrow" nickname for Heathrow Airport in London; states nickname, which stems from high theft rate at airport, is unwarranted; notes of 3.8 million pounds sterling stolen each year; 2.9 million pounds are retrieved by police; denies accusations that liquor prices in duty-free shops are exorbitant; reports pre-tax profit of 13.3 million pounds during 1975-76. July 27, 3:1

TIMES OF LONDON 1976

3A2.17

Michael Belvedere, Ralph Leichtwers and Cosmo Mazzapella arrested, Kennedy International Airport, New York City, for attempting to rob Swissair vault said to contain over \$10 million; case detailed; Assistant Queens District Attorney Thomas A. Demakos comments; illus. October 28, 47:1

NEW YORK TIMES 1976

3A2.18

Six armed raiders escape with \$1.4 million from Brinks-Mat security van at KLM Royal Dutch Airlines warehouse, Heathrow Airport; haul consisted of cash and diamonds, March 8, 2:3

NEW YORK TIMES 1977

PART A: PROBLEM AREAS**(3) SPECIAL SECTION: SMUGGLING****3A3.1**

How legal are the cargoes in your rented plane? AIRPORT SERVICES MANAGEMENT, V. 16(6) June 1975: 33

Illegal drug running frequently involves general aviation aircraft and there is a strong suspicion that many such planes are rented in order to make it nearly impossible to tie the actual pilot to a particular smuggling run that may have been observed but not intercepted. This article examines this growing problem and the signs and symptoms that could indicate smuggling activities.

3A3.2

Smuggler Pilots, BUSINESS AND COMMERCIAL AVIATION, v. 38(2), February 1976: 74-76

The more sophisticated the Customs and Drug Enforcement Administrative people become, the more sophisticated becomes the smuggler pilot and the more expensive the contraband - thus the bigger the take and the greater the temptation. Smuggler groups are upgrading equipment at a rate that would make some corporate operators drool with envy, and at significantly less cost. The idea is to stay one step ahead of Customs in terms of speed and range.

PART B: COUNTERMEASURES**(1) OVERVIEW****3B1.1**

Airport Security Council - Report of Progress - 1972 - A Study in Crime Prevention, Forest Hills, New York, 1972, p. 12

Personnel, goals, operations, and future plans of an organization concerned with the reduction of airline cargo theft. The cargo theft problems at three New York airports - Kennedy International, LaGuardia, and Newark - are discussed and some relevant standards of air cargo facilities at all United States airports engaged in interstate and international air commerce. Assistance and encouragement of efforts in the private sector (such as Airport Security Councils), and increasing the public awareness of air cargo security.

3B1.2

Airline Security Shaping Up, by Harry J. Murphy, TRAFFIC WORLD, v. 149(12), March 20, 1972: 59

The security work of individual airlines is augmented by two major industry-wide programs. One is the Airport Security Council, a cooperative effort to reduce theft from air cargo by the more than 40 scheduled airlines serving New York. The other, The Air Transport Association's Security Committee works to promote better security nationwide. The airline industry is confident that the combined efforts of the cargo and security staffs of the airlines, the Airport Security Council, the industry-wide Security Committee will result in a steady decrease in cargo losses.

3B1.3

Deputy Assistant Treasury Secretary Dickey reports on May 16 that during first four months of 1972 a total of 71 items, valued at \$161,159 were reported missing at Kennedy International Airport, compared with \$3.3 million during 1969 and \$566,000 in 1971; sees reduction in thefts indicating that "the tide is turning" against cargo thefts in international commerce; urges prompt passage by Congress of Customs Port Security Act and additional cooperation from cargo security to halt thefts. May 17, 94:1

NEW YORK TIMES 1972

381.4

Assistant Treasury Secretary Rossides says progress has been made in fight against pilferage and theft at Kennedy International Airport; says during first five months of 1972 thefts at airport amounted to \$192,000, compared with \$3.4 million for all of 1969 and \$568,000 in 1971. June 30, 70:1

NEW YORK TIMES 1972

381.5

Security of the Chicago Air Terminal Cargo Facility, SECURITY PRODUCT NEWS, v. 3(2), March-April 1975: p. 18

381.6

K. C. Moore, AIRPORT, AIRCRAFT, AND AIRLINE SECURITY, Los Angeles, Security World Publishing Company, Inc., 1976

By presenting the "state-of-the-art," this book attempts to reflect the full interplay of government, the aviation industry, law enforcement agencies, and the public in the evolution of airport and airline security. A review of the skyjacking threat, government involvement, and security regulations and programs is followed by an examination of aircraft and security measures, including predeparture screening, laws and screening, metal detectors and X-rays, baggage and cargo risks, and bomb threat procedures. Chapters dealing with airport security, contingency planning, and special problems of general aviation. Investigation management, ticket and credit card fraud, baggage handling, and internal theft are considered in a discussion of airline security. The final sections on air freight security detail, physical security, cargo handling, high-value shipments, theft investigation, audits and surveys, and effective management. An index is provided.

381.7

Air Freight Security: The drive to make a good record better, by Harry J. Murphy and James J. McCarthy, ICAO BULLETIN, January 1976: 17-20

The growth of the air-freight industry has been strong and is expected to continue; practical steps to assure security and security awareness must be taken to help strengthen the entire system.

PART B: COUNTERMEASURES**(2) LAW ENFORCEMENT**

3B2.1

FBI, acting on a tip, arrests four men and charges them with conspiracy in attempted theft of \$3 million in securities aboard Eastern Air Lines flight from Greensboro, North Carolina, to Atlanta, Georgia, June 13; G. C. Cralley, hidden in box in cargo area of plane, allegedly planned to break out of box and into securities container sometime during flight; waiting FBI men arrest B. R. Anthony and J. L. Baker at airport along with Cralley after flight's arrival; H. D. Sykes later arrested. June 15, 82:1

NEW YORK TIMES 1972

3B2.2

K. Acevedo, security guard employed by Pan American at Kennedy International Airport, is arrested on May 24 for allegedly attempting to steal package of diamonds worth \$17,000. May 25, 39:1

NEW YORK TIMES 1973

3B2.3

James Fenimore and Wesley T. Murphy, Pan American cargo handlers, are arrested on February 4 and charged with theft of \$322,000 in Xerox Corporation bonds from airline facility at Kennedy International Airport on December 3. February 5, 41:1

NEW YORK TIMES 1974

3B2.4

Wesley Murphy, Pan American cargo handler, arrested at Kennedy International Airport in theft of Xerox Corporation stocks, is arrested again on February 6 for stealing diamonds from mail shipment at airport. February 7, 41:5

NEW YORK TIMES 1974

3B2.5

Scotland Yard is assuming responsibility for security at Heathrow Airport, London, because of its high rate of pilferage and other crimes; will not take over security operations until later in 1974 after House of Commons passes necessary legislation. Security presently rests in hands of approximately 550 individuals, including members of British Airport Authority personnel of 69 airlines that use terminal and small contingent from Scotland Yard; authority reports 2,365 crimes committed at airport during 1973, representing losses of

approximately \$3.5 million; pilferage usually occurs from passengers' baggage and from mailbags and cargo; estimates of annual total value of goods stolen from Heathrow range from \$5 million to \$20 million. May 28, 78:1

NEW YORK TIMES 1974

3B2.6

Queens, New York City, District Attorney's office expects to establish special team of investigators and criminal prosecutors at Kennedy International Airport early in 1975 to combat organized crime, in to set up first such legal task force in US targeted specifically at airport crimes; will impanel special grand jury to investigate cargo hijacking, smuggling, thefts and pilferage, union racketeering, loan sharking, gambling and other crimes. Efforts will be made to infiltrate criminal operations with undercover investigators; task force will comprise 14 detectives, 7 assistant district attorneys and 7 clerical employees and is contingent upon approval of \$680,000 Federal grant; organized crime activities at airport were subject of Congressional hearings more than two years ago but problem still exists. Officials close to project cite resistance of some Federal agencies to use of local prosecutors at airport; US Attorney's office will therefore retain preeminent rights in prosecuting cases involving cargo thefts, on grounds that it involves interstate commerce; detectives and prosecuting attorneys, working as a team, will attempt to develop evidence through network of informants and by direct investigation. November 10, 31:3

NEW YORK TIMES 1974

3B2.7

FBI agents arrest Leonard Accardi, Joseph Ferraro and Umberto Taddeo for theft of \$20,000 worth of watches from Kennedy International Airport. May 28, 39:1

NEW YORK TIMES 1975

3B2.8

Ronald F. Andersen and William A. Herrera are arrested in connection with theft of shipment of ancient artifacts, enroute from Cairo to home of archeology professor in Chicago, from Kennedy International Airport; artifacts, tentatively valued at \$100,000 to \$400,000, included Greek and Coptic text, Greek pyxids cover dating to Fifth Century BC and bronze statuette of Greek comic actor of Third Century BC; other artifacts noted. July 31, 30:2

NEW YORK TIMES 1975

3B2.9

National Airlines cargo supervisors Leonard Accardi and Umberto Raddeo are convicted for theft of \$40,000 worth of digital watches from carrier's cargo terminal at Kennedy International Airport in May 1975; third defendant Joseph Ferraro pleaded guilty and testified for government, February 25, 43:3

NEW YORK TIMES 1976

PART B: COUNTERMEASURES**(3) GOVERNMENT INITIATED COUNTERMEASURES**

3B3.1 Queens, NYC, District Attorney Mackell urges HR Judiciary Subcommittee to reject NY-NJ compact that would give Waterfront Commission of New York Harbor power to control cargo security at New York City metropolitan area airports, subcommittee hearing. Mackell, contending that a "cannon is being used here to kill a canary," holds there have been "drastic reductions" in cargo thefts, and that Port Authority police force and existing law enforcement agencies have capacity to handle air and cargo security problems; contends air freight business could be "suffocated" by bistate compacts seeking to regulate interstate and foreign commerce since such compacts would "proliferate, fragmentize and balkanize the law enforcement effort." US Attorney Morse, in opposition to Mackell, urges subcommittee to approve bistate agreement because "serious security problems exist at our airports, which have resulted in thefts of millions of dollars in air freight." Subcommittee Chairman Representative Kastenmeyer says conflicting testimony "typifies dilemma commission has had" with proposal, which is opposed by airline industry. February 25, 77:5

NEW YORK TIMES 1972

3B3.2 HR Judiciary Subcommittee approves compact giving Waterfront Commission of New York Harbor power to take over cargo security functions at New York City metropolitan area airports. March 29, 89:1

NEW YORK TIMES 1972

3B3.3 HR Judiciary Committee approves NY-NJ compact which will enable Waterfront Commission of New York Harbor to oversee cargo security to New York City metropolitan area airports, April 18. Compact will empower commission to license workers, trucking concerns and consultants in the air-freight industry; has been approved by New York and New Jersey Legislatures with backing of Governors Rockefeller and Cahill, but opposed by airline industry on ground that its own security efforts have curbed cargo thefts at metropolitan airports. April 19, 94:4

NEW YORK TIMES 1972

CONTINUED

1 OF 2

3B3.4

US Customs Bureau orders screening-off of glass-enclosed customs inspections area in Kennedy International Airport's International Arrivals Building from public in move aimed at halting narcotics smuggling and preventing thieves and muggers from selecting travelers with expensive luggage as potential victims; area enables families, friends and public to watch customs inspection procedure from second floor glass-enclosed balconies; balconies illus. April 26, 90:6

NEW YORK TIMES 1972

3B3.5

Alan Goldsand reports that Joseph A. Sullivan rebuts charges by Waterfront Commission of New York Harbor that thievery is rampant at New York City airports, in reference to information sent recently to HR Subcommittee by Commission Executive Director William P. Sirignano, Sullivan is Executive Director of Airport Security Council; charges and rebuttal detailed. May 30, 1:1

JOURNAL OF COMMERCE 1972

3B3.6

Nixon Administration on July 31 asks Congress for new power to protect international cargo at airports as part of crackdown on drug smuggling. August 1, 15:1

NEW YORK TIMES 1972

3B3.7

Value of goods stolen at Kennedy International Airport dropped 83% by end of 1971, from \$3.4 million to \$568,000; decline seen reflecting effect of Customs Bureau's security program, initiated in 1969. September 2, 44:2

NEW YORK TIMES 1972

3B3.8

US Justice Department and New York State Governor Rockefeller on September 19 urge SR Judiciary Subcommittee to approve compact between New York and New Jersey to extend jurisdiction of Waterfront Commission over New York City metropolitan area airports as part of effort to combat organized crime and cargo thefts at airports. Air Transport Association of America opposes pact on ground that airline cargo theft rate at metropolitan area airports has been declining for several years, and that organized crime has not infiltrated ranks of airline employees; says extension of commission's jurisdiction would impose upon full-time airline employees' a wholly inapplicable licensing system developed to preserve employment of legitimate longshoreman and identify work force on docks. September 20, 93:5

NEW YORK TIMES 1972

3B3.9

Prospects are held dim for approval of New York-New Jersey compact to expand powers of Waterfront Commission of New York Harbor to police cargo security at New York City metropolitan area airports. September 23, 25:4

NEW YORK TIMES 1972

3B3.10

New York Waterfront Commission charges that five major airlines deliberately give out false figures to make public think organized crime thefts are declining. Commission says airlines' aim is to avoid paying more insurance coverage for thefts and avoid bistate compact putting commission in charge of security at Kennedy, LaGuardia and Newark airports. Commission makes accusations to New Jersey Court Judge J.T. Oorus, Airport Security Council, set up by American, Eastern, United, Trans-World and Flying Tiger Airlines, reports thefts dropped from 545 valued at \$3,917,000 in 1964 to 167 valued at \$580,529 during first ten months of 1972; airlines would not comment on commission charges. January 6, 7:1

NEWSDAY 1973

3B3.11

New York-New Jersey Waterfront Commission on January 5 charges American, Eastern, TWA, United and Flying Tiger Airlines deliberately falsified records of cargo thefts to give misleading impression that such thefts had been dramatically reduced by airline security measures, affidavit filed with Essex County, New Jersey, Superior Court; airlines are attempting to overturn bistate compact authorizing commission to provide security at New York City metropolitan area airports. January 6, 16:1

NEW YORK TIMES 1973

3B3.12

New Jersey Superior Court rules on January 25 that New Jersey-New York Waterfront Commission is entitled to inspect airline cargo theft records; denies motion by American, TWA, Eastern, United Airline Lines and Flying Tiger Line, Inc. to bar access to their records; commission contends airlines have minimized estimates of thefts from New York City metropolitan area airports. January 26, 39:1

NEW YORK TIMES 1973

383.13

Essex County, New Jersey, Superior Court delays until September 1973 ruling on dispute between New York-New Jersey Waterfront Commission and airline industry over cargo security at New York City metropolitan area airports; instructs commission to suspend investigation into cargo thefts in which it sought to demonstrate need for commission to assume responsibility for airport security as provided by Airport Compact enacted in 1970 by legislatures of New York and New Jersey, Commission spokesman says court indicated it will permit investigation to proceed as soon as legislation is reintroduced in Washington for necessary congressional ratification of compact. Airport Compact resulted from charges of rampant crime and racketeering at airports; airlines, however, formed Airport Security Council and fought commission's jurisdiction on ground that their security efforts were successfully coping with problems. July 1, 35:5

NEW YORK TIMES 1973

383.14

Waterfront Commission of New York Harbor is authorized by New Jersey Superior Court Judge Herman Michaels to resume investigation of alleged erroneous reports of airline cargo thefts at New York City metropolitan area airports. August 10, 35:1

NEW YORK TIMES 1973

383.15

New Jersey Superior Court Judge H. D. Michaels rules on November 12 that J. A. Sullivan, airline security official, must testify at pre-trial hearing on amount of cargo stolen annually from airlines at three major New York City metropolitan area airports. Waterfront Commission, which is seeking to assume responsibility for cargo security, charges that airlines have deliberately reduced reported amount of cargo stolen at airports; airlines deny charge, insisting that commission issued misleading report, which contained erroneous statistics on stolen cargo. November 13, 96:4

NEW YORK TIMES 1973

383.16

Waterfront Commission of New York Harbor on November 13 accuses airlines serving New York City metropolitan area of failing to reveal true extent of airport cargo thefts. November 14, 96:7

NEW YORK TIMES 1973

383.17

Controversy between Waterfront Commission of New York Harbor and US airlines over amount of cargo stolen from New York City

metropolitan area's three major airports discussed; crux of controversy is whether airlines are adequately policing airport terminals or whether they are accurately reporting true amount of valuables stolen each year. Commission contends airline security is lax and that carriers are deliberately understating amounts being stolen annually; maintains more than \$10 million is stolen from airports annually, while airlines maintain only \$700,000 worth of \$13 billion in valuables shipped through airports in 1972 was stolen; deny allegations of lax security, charging commission with attempting to enlarge its "bureaucratic empire" because business on docks is steadily dwindling. November 18, 101:1

NEW YORK TIMES 1973

3B3.18

Funding for Airport Security Equipment, AIRPORT WORLD, v 7(3), March 1974: 22

FAA's Air Transportation Security branch has taken the first step toward providing up to 82% Federal funding for many security items at the approximately 500 airports regularly served by CAB-certificated airlines. Though aimed primarily at providing financial relief to airports for expenses incurred in establishing and maintaining antihijacking security, there is expected to be a significant residual effect in the area of reducing aviation thefts at those specific airports.

3B3.19

Transportation Department and industry seen developing procedures for proper packaging, labeling and handling of hazardous air cargo under 1974 Transportation Act provisions; Ford Administration order that Transportation Department assist industry in reducing cargo theft reported. February 25, 10:3

JOURNAL OF COMMERCE 1975

2B3.20

New York Waterfront Commission, in 34-page report, estimates there are thefts of \$16 million annually at New York City metropolitan area airports despite contrary assertions by airline-operated Airport Security Council; charges council with deception for "knowingly" supplying misleading reports to Port Authority and Congress; charges council attempted to create impression that losses totaled only \$1.3 million in 1973 and \$700,000 during first half of 1974; other findings of report cited. April 16, 45:7

NEW YORK TIMES 1975

3B3.21

New York Harbor Waterfront Commission, May 6, 1975, release report, updating April 25, 1973 report, estimating \$16 million yearly in cargo thefts at New York-New Jersey airports; charges airlines and Airport Security Council conceal true amount of thefts; commission's efforts to extend jurisdiction to airports noted. May 7, 4:6

JOURNAL OF COMMERCE 1975

3B3.22

New Jersey Senate approves bill allowing New York-New Jersey Waterfront and Airport Commission to suspend port licenses of persons accused of crimes. Senator Alfred N. Beadleston, backer of legislation, notes millions of dollars disappear from airports and waterfronts each year. Senator Anthony Imperiale describes Beadleston's remarks as "somewhat disgusting;" notes his son is longshoreman; many Senators express doubt that bill should be passed since it presumes that persons accused of crime are guilty. May 18, 71:2

NEW YORK TIMES 1976

PART B: COUNTERMEASURES

(4) SECURITY METHODS AND EQUIPMENT -- PROGRESS AND PROPOSALS

3B4.1

G. F. Mueden and Mrs. A. A. Rosenberg, commenting on December 12 article on stolen, misplaced or lost luggage, increasing problem being experienced by many airlines, offers hints to carriers and to travelers on ways to protect luggage, September 10, 1972

NEW YORK TIMES 1972

3B4.2

Article on new security systems implemented at Kennedy International Airport as part of move to halt airport thefts; illus. April 6, 1972

NEW YORK TIMES 1972

3B4.3

A Secure Facility for High-Value Air Cargo, by Robert M. Murphy, JBV LAW ENFORCEMENT BULLETIN, v. 41(12), December 1972: 6

On April 5, 1972, the first high-security terminal on an airport specifically designed for items of extraordinary value was opened at John F. Kennedy (JFK) International Airport in New York City. The planning and construction of this facility had to take into consideration all of the problems entailed in bridging the gap between definition and reality. It is anticipated that facilities such as the one at JFK will assist in the successful efforts by both the public and private sectors of industry to overcome the high cost of cargo thefts, pilferage, and robbery, which in turn affect every citizen.

3B4.4

Air Cargo Security - A Concept That Works, Part I, from an interview with Arthur A. Ives, by J. E. Thorsen, SECURITY WORLD, v. 10(6), June 1973: 28-31, 34-35

Security problems of an air freight company and procedures, electronic devices, and systems used to reduce loss at Kennedy Airport in New York. This is the first of three articles describing the security measures undertaken to reduce overall losses from freight damage and theft. This article reports on the security actions taken to reduce a loss of eight percent gross revenue from the airport through elimination of opportunity for snatch-and-run thievery, forgery, or pilferage. Procedures described include the architectural redesign of space to enable cargo

containment and clear observation, the installation of closed circuit television at key points, the systematic recording and tracing of cargo throughout the process, the required use of a special stamp to guarantee pickup authority, and the tightened processing of truckers making pickups. The handling of sensitive merchandise using a special security cage is also described. Dramatic reduction in loss was reported.

3B4.5

Air Cargo Security - A Concept That Works, Part 2, from an interview with Arthur A. Ives, by J. E. Thorsen, SECURITY WORLD, v. 10(7), July-August 1973: 30-34

Corporate security policy common to an air freight line's terminal locations, the headquarters office, and the backup philosophy of top management. The second of three articles discusses the ongoing corporate approach of "preventive security with motivation," and the education of employees to this philosophy through implementation of an extensive security advertising campaign. The necessity of top management backup, of a continual flow of advertising, and of maintaining employee interest is considered. In evaluating the factors associated with program success, the corporate director notes the airline's sole concentration on shipping cargo rather than passengers, a highly motivated personnel structure due to limited size and number of service locations, and factors such as the use of a computer analysis system.

3B4.6

Air Cargo Security - A Concept that Works, Part 3, from an interview with Arthur A. Ives, by J. E. Thorsen, SECURITY WORLD, v. 10(8), September 1973: 34-35, 37-38, 40, 42

Processing of merchandise from pickup to delivery, and the computer assisted security audit and control systems monitoring its progress. The last of three articles describes the security measures taken by an air freight company. At each step of merchandise handling, including the pickup, counting, loading, transfer, and receiving procedures, the innovative computer recordkeeping system is also described. This system, by monitoring multiple factors, such as point-of-origin and type of container and by providing summary analyses, enables the rapid identification of locations of excessive loss so that security remedies can be applied.

3B4.7

Airport Security Council, Reducing Opportunities for Crime, Forest Hills, New York, 1974, 17 p.

Crime prevention measures aimed at reducing cargo thefts from airlines and presented with reference to the three New York City area airports. Twenty-four security measures recommended by law enforcement agencies are listed as well as the specific response of the airline security council in terms of its mandated cargo-handling requirements. Information that has been reported on previous crimes, even ones not solved, has been helpful in drafting cargo-handling procedures. Information pertaining to cargo losses from specific types of negligence is provided.

3B4.8

Airport Security Council, The Role of Packing and Handling in Air Cargo Security, Forest Hills, New York, 1974

3B4.9

Breakthrough in Air Cargo Security, by Kenneth C. Moore, TRAFFIC WORLD, v. 158(1), April 1, 1974: 39

With air freight revenues now running over a billion a year, the question of cargo security looms more important than ever. At United Air Lines top management has given total support and a mandate to institute a program designed to sharply reduce cargo losses at all 93 stations. The results have begin to appear. United has led the industry for the last 12 years with an average loss ratio of 98 cents paid in claims per \$100 revenue. For 1974 a goal of 80 has been established and there is a belief that a goal of 65 to 75 cents for 1975 is attainable.

3B4.10

Anti-theft Device Introduced, AOPA PILOT, v. 17(6), June 1974: 28-29

Robert Syverson, an aircraft owner and pilot since 1967, has designed an under \$50 lightweight anti-theft device that may hold considerable promise as a low-cost deterrent to most thieves. Syverson calls his anti-theft device a "Panelguard" shield. It consists of a solid piece of heavy-duty plywood that is shaped to fit snugly against, and to be securely locked to, an aircraft panel. To protect the panel, the shield is packed with strips of foam rubber.

3B4.11

A Survey of Security Equipment for Airport Use, INTERAIRA, v. 30, February 1975: 179-181

The following equipment review compares a representative selection of British and American products available for passenger and baggage search and for area surveillance. It has to be recognized, however, that airports are a very small percentage of the market. For example, in weapons detection, bombs, courts, prisons, police departments and government agencies make up the bulk of purchasers along with establishments which have an interest in preventing (for deterring) theft by employees and customers. Similarly, area surveillance systems are mostly sold to the typed facility which has always had an interest in preventing unauthorized entry or exit to banks, prisons, military installations, factories producing classified equipment, etc.

3B4.12

Freight and the 747, by Philip Robins, AIRPORTS INTERNATIONAL, No. 47, February-March 1975: 14-16

Advent of the 747 as pure freighter, carrying intermodal containers, brings the air cargo industry into the third phase of its development. Two airlines' thoughts on ground handling may serve as a blueprint for the industry reports Philip Robins. Article contains developments with respect to the improvement of cargo security during ground handling.

3B4.13

Security of Airport Parking Lots, by H. J. Murphy, SECURITY MANAGEMENT, v. 9(2), May 1975, 22-25

Discussion of security management of public parking lots as well as those used by freight services employees of airlines and freight handlers. Topics covered include physical security, fencing, lighting, signage, technology, police support, cooperation of parking lot operator, traveler cooperation and support from other airport personnel.

3B4.14

Booth, Inc. develops liquor dispenser for in-flight airplanes; Pan Am reported interest because machine would allow use of large bottles, not small, expensive, easily stolen bottles

now used, and liquor can be sold for longer period of time; wants other airlines to install machines at same time; presses Treasury Department to change rules regarding consolidating leftovers in nearly empty bottles; illus, November 3, 10:1

BUSINESS WEEK 1975

3B4.15

A Total System for Aviation Security, by Fred Dalley, INTERAIRA, v. 31(6), June 1976, 543-544

It is towards effective and efficient ground devices of airports that full resources and precautionary measures must be directed. Hijackings and sabotage, although spectacular and newsworthy, are by no means the only hazards to security. Courageous, imaginative and determined precautionary measures will also prevent or deter potential kidnapping and assassination attempts. By the same token, anti-social behavior such as drug trafficking, smuggling, illegal immigration and theft will be made more difficult. There are, however, physical, mechanical and electronic aids to support the security staff in controlling these eight areas of security activity.

3B4.16

Prevention Pays Off at JFK, by Jim Dixon, DISTRIBUTION WORLDWIDE, v. 75(11), November 1976: 40

Prevention pays off at JFK. Cargo theft can be controlled - if you work at it. That's the lesson to be learned from the successful security operation of New York's Kennedy Airport. Besides having erected the proper physical environment, there are three basic reasons why theft management has worked so well at Kennedy. They are: (1) management, (2) containerization, (3) hard-nosed prosecution.

SECTION 4

RAIL TRANSPORT

PART A: THE PROBLEM

(1) OVERVIEW

4A1.1

Spotlight on Theft and Vandalism, RAILWAY AGE, v. 194(18),
September 24, 1973: 40

In Denver this week, the Intersociety Conference on Transportation, sponsored by the American Society of Mechanical Engineers, will focus attention on the problem of railroad theft and vandalism. Donald P. Nelson, Director of Security for the Penn Central, prepared a paper for the conference on the carriers' efforts to cope with crime - particularly in New York City area where, in 1971 alone, there were 1,329 reported thefts from box cars; six box cars completely emptied of their contents; there were 80 car and property fires; merchandise valued at \$880,000 was stolen; and 2134 persons were averted in connection with these incidents.

PART B: COUNTERMEASURES**(1) OVERVIEW**

4B1.1

Railroad Crime - Old West Train Robberies to Modern-Day Cargo Thieves, by J. W. Grough, FBI LAW ENFORCEMENT BULLETIN, v, 40(2), February 1977: 16-25

Article explains history, present-day framework, and problems encountered in railroad security. From 1855 when Allen Pinkerton became the first railroad law enforcement officer until today, crime has been a major problem confronting railroad companies. In 1975, theft losses from rail shipments amounted to some \$20 million. The hiring of security personnel is only one aspect of protecting railroad cargo. The use of adequate security systems involving fencing, lighting, sensors, and closed-circuit television is also helpful. There are about 4,500 railroad police but they regularly need help from public law enforcement agencies. Stricter enforcement of trespassing laws and better record keeping can also help in alleviating vandalism and theft.

PART B: COUNTERMEASURES**(2) LAW ENFORCEMENT**

4B2.1

U.S. Department of the Navy, St. Louis Helicopter Project - A A Cooperative Effort Among Fourteen Railroad Police Departments, prepared for: U.S. Department of Transportation by U.S. Department of the Navy, Crane, Indiana, 1973, 111 p

Description of a technical project to assist the railroad industry in the development of solutions to the problems of trespassing, vandalism, and the theft of rail cargo. The specific objective of the project, undertaken and funded by the Department of Transportation, was to test and demonstrate the effectiveness of a collective approach to railroad security by coordinating the efforts of all security resources within the railyards at St. Louis-East St. Louis. The report describes the railroad police system in greater metropolitan St. Louis and then deals with the implementation of the project including securing equipment, insurance, and training. The operation of the system is documented including the determination of flight schedules, radio procedures, surveillance, and apprehension procedures used by the helicopter. The impact of the project is evaluated and nineteen recommendations on how a permanent airborne surveillance program should be organized and operated are set forth. The findings support the conclusion that helicopters can be an effective component of a railroad security system. The project also demonstrated the effectiveness of coordinating and pooling all available law enforcement resources in reducing vandalism, trespassing, and cargo theft.

4B2.2

Airborne Assistance for Railroad Crime, W. F. Reynolds, FBI LAW ENFORCEMENT BULLETIN, v. 43(8), August 1974: 16-24

Helicopter patrol program to combat cargo theft from shipments on two railroad lines in the metropolitan Philadelphia area. The main object of the patrol was to eliminate as many trespassers as possible, thereby decreasing the number of potential vandals and thieves. The railroad police departments programmed priority patrol efforts during peak vandalism periods. Special equipment for

patrol helicopters consisted of an electronic siren, a three million candlepower spotlight, and radio channels for the railroads. This program proved so successful that it was established as a permanent operating tool of railroad police of the two lines.

PART B: COUNTERMEASURES**(3) GOVERNMENT INITIATED COUNTERMEASURES****4B3.1**

DOT Aids Erie Lackawanna Flatback Security System, by Robert Roberts, MODERN RAILROADS, v. 28(10), October 1973: 41

The Department of Transportation's first funding of a railroad project involving hardware in the intermodal freight area is for a cargo security system of Erie Lackawanna's Croxton Piggyback Terminal in Jersey City, New Jersey. The joint DOT-EL project already has paid off for the railroad in sharply reduced cargo thefts and in increased business attributable directly to the improved security.

4B3.2

Cargo Theft Bleeds Railroads of \$50 million a Year, by Robert D. Bartley, RAILWAY AGE, v. 175(6), March 15, 1974: 28

Senator Bible pushes for mandatory security standards for interstate and international carriers. Senator Alan Bible (D-Nev), where Senate Small Business Committee really first focused attention on the national theft problem back in 1969, thinks it's fine to get tough with the cargo security problem and create legislation that has teeth in it. Last month, he introduced S.2974, a bill to "provide a comprehensive program to improve cargo security in commerce."

PART B: COUNTERMEASURES**(4) SECURITY METHODS AND EQUIPMENT -- PROGRESS AND PROPOSALS****4B4.1**

Claim Cutting Program, by Edward N. Cole, TRAFFIC WORLD, v. 149(2), March 20, 1972: 43-44, 46, 49

Edward N. Cole, President of General Motors, recently addressed the Traffic Club of Pittsburgh and outlined in some detail the various steps taken by General Motor and the nation's railroads to cut back long suffered in shipping automobiles and automotive parts. Mr. Cole's comments are reproduced here.

4B4.2

American Multilert Corporation, Economic Benefits of Improved Security at a Railroad Piggyback Yard - Final Report, prepared for: U.S. Department of Transportation, Office of Transportation Security, Washington, D. C., by American Multilert Corporation, Hershey, Pennsylvania, 1974: 47

This report documents the results of a company-initiated cargo security improvement program to counter cargo thefts and losses at the Erie Lackawanna (EL) Croxton Piggyback Railyard in Jersey City, New Jersey. The steps taken to overcome the piggyback related theft problems at the Croxton Yard are outlined. (A "piggyback" is a trailer designed for over-the-road or rail movement.) This report discusses the program in relation to three operational segments- the pretest period prior to implementation of an operational electronic security system, the security system test period, and the post-test period, during which the security system was temporarily dismantled to upgrade physical security and operational layouts within the railyard. Program effectiveness was measured in terms of the magnitude of thefts and losses for comparable periods prior to and after electronic system implementation. A 95 percent reduction in actual dollar losses and a 78 percent decrease in theft offenses were experienced as a result of program, as well as an overall revenue increase of 24 percent. The appendix contains a dollar summary of Croxton theft losses during the pretest, test, and post-test periods.

4B4.3

Automakers, Railroads Pit Technological Know-How Against Vandalism, *INDUSTRY WEEK*, v. 181(9), May 27, 1974: 44

Spurred on by \$30 million in annual losses, both the automobile manufacturers and the railroads are trying to develop a vandal-proof railcar. No one has come up with an ideal solution yet. To combat the vandalism, the automakers developed side-screening two years ago. But that did not protect the cars sufficiently. And other efforts by the automakers to develop automatic rail carriers have run into economic snags; most would require large capital expenditures for loading and handling equipment in addition to the cost of building the new cars. As a result, the railroads - anxious to retain \$600 million income they derive annually from new automobile transportation - have developed two prototype cars that are currently being tested by the automakers.

4B4.4

A New Approach to Rail Impact Monitoring, by Bart Greenbert, *TRAFFIC WORLD*, v. 170(;), April 4, 1977

Historically, determining who was liable for intransit/damage has meant proving that the carrier had not exercised proper care in handling and transporting the goods, hence the development of devices and recorders to monitor the impact that rail shipments receive intransit. But from the first, rail carriers have successfully disputed the validity of these recordings. To understand why the liability impasse has so long continued in rail carrier-shipper relations, we must acknowledge that traditional railroad impact recorders suffer from a basic flaw - they do not measure any particular impact force consistently. What is needed is a new approach to rail impact monitoring.

4B4.5

Star-Tron Aids Railroad Security Forces, RAILWAY SYSTEMS
CONTROLS, v. 4(8), August 1973: 25

Star-Tron, one of the nation's first commercially available passive night-vision systems, has been introduced as a crime deterrent for the railway industry by Smith and Wesson. The system - a relatively new concept in crime detection and deterrence - is currently in operation on the Southern Railway System to uncover thieves, vandals and trespassers. For the railroad industry, which deals with billions of dollars worth of property each year and which has in the past few years suffered tremendous increases in vandalism and thefts, Star-Tron minimizes the acts of theft and improves the physical protection of railway cars.

SECTION 5

WATER TRANSPORT

PART A: PROBLEM AREAS

(1) THEFT

5A1.1

Horst Sittauer, Norwegian Freighter Baune's Chief Officer, tells USCG Board of Inquiry investigating January 18 collision between Baune and tanker Key Trader that officers' quarters aboard Baune were ransacked and personal valuables stolen. February 1, 66:8

NEW YORK TIMES 1974

5A1.2

Article on conference of Ports and Airports Police Association, Ghent, Belgium, expected to focus on growing problem of thefts from containerships; officials estimate tens of millions of dollars in goods are stolen annually, and representatives are likely to suggest formation of international intelligence unit; officials comment. May 18, 3:1

LONDON SUNDAY TIMES 1975

5A1.3

Two bandits rob British cargo ship docked in Port Canaveral, Florida, of \$17,000 in US and British currency on October 15. October 17, 70:5

NEW YORK TIMES 1975

5A1.4

Security Bureau, Inc., reports "dramatic" reduction in container thefts in New York Port; reports theft of one cargo container during year compared with 50 in 1969. February 1, 46:1

NEW YORK TIMES 1976

5A1.5

Special section on American Association of Port Authorities' 65th annual convention; discusses shipping, Ameriport in Philadelphia, ports and finances, commerce, railroad rates, Arab boycott of Israel, labor and thefts of shipping containers; photos of ships, ports and byliners. October 18, 3:4

JOURNAL OF COMMERCE 1976

PART A: PROBLEM AREAS**(2) MISCELLANEOUS****5A2.1**

Special section on economic conditions in Philadelphia, Pennsylvania; Harry R. Belinger, City Commerce Clerk, discusses Philadelphia's development plans; other reports concentrate on theft security, cargo capacity and traffic in Philadelphia ports and modernization of municipal airport; illus. May 19, 2:23

JOURNAL OF COMMERCE 1975

5A2.2

Insurance companies reported alerting shippers to possibility of higher rates if International Longshoremen's Association insists on strict enforcement of clause in contract specifying that containers shipped to and from 50-mile radius of port must be stuffed and stripped by union labor; said to feel door-to-door integrity of cargo is violated if it is reprocessed at pier, and delays caused by rehandling add to risk of damage of theft; freight forwarding operations seen as threatened. June 16, 28:6

JOURNAL OF COMMERCE 1975

5A2.3

John E. Greene, Chairman of American Institute of Marine Underwriters, asserts USSR will continue to monopolize insurance covering cargo destined for USSR until US Government takes strong position against practice; says Trade Act of 1974 authorizes President to take action against countries discriminating against US commerce; says Soviets draft trade contracts so that US trader has no choice where the insurance will be placed; cites rising loss ratios and mushrooming repair and replacement costs; warns that unless spread between premiums and claims is reduced, profit margin of US marine underwriting industry will be destroyed; notes major problem of cargo theft. April 23, 28:1

JOURNAL OF COMMERCE 1976

PART B: COUNTERMEASURES**(1) OVERVIEW****5B1.1**

US Department of Transportation's Office of the Secretary Cargo Security Handbook for Shippers and Receivers, September 1972, Washington, D. C., US Government Printing Office, 1972. 38 p

Suggestions to provide guidance and assistance to management in an effort to achieve maximum cargo security for shippers and receivers. Developed by a working group of the Interagency Committee on Transportation Security. The handbook presents guidelines for the security of shipping and receiving areas and personnel, packaging, pallets, and containers, marking and labeling, documentation, carrier operations, and the receipt of shipments. Liability and claims are discussed with detailed information on the time limits for filing claims. Checklists for personnel and physical security are included.

5B1.2

United States Department of Transportation, Reduced Shipping Losses Through Better Managed Documentation, US Department of Transportation Interagency Committee on Transportation Security Cargo Accountability and Documentation, Washington, D. C. 1972, 8 p

This report concerns the transportation security aspects of cargo accountability and documentation and presents: (1) Findings and conclusions about documentation practices which contribute to theft and pilferage; and (2) Guidelines for reducing data leakage and obtaining better cargo accountability in the shipping documentation pipeline.

5B1.3

United States Department of Transportation, Recommended Standards for Preparation of Shipments to Improve Cargo Security, Interagency Committee on Transportation Security Packaging, Marking and Sealing of Cargo Shipment, Department of Transportation, Washington, D. C., 1972

This standard has been developed to provide guidelines to packaging engineers, designers shippers for use in the establishment of

effective shipping containers and markings to improve cargo security in the distribution cycle. Use of proper shipping containers is imperative to reduce the susceptibility of a container's contents to theft and pilferage. For the purpose of this standard, the shipping container is defined as "a receptacle for use in shipping a product (e.g., box, drum, bag, barrel, carton, sack, etc.)"

5B1.4

Talking About Cargo Loss Prevention (Part 1), FAIRPLAY INTERNATIONAL SHIPPING JOURNAL (Great Britain), v. 246 (4665), January 18, 1973: 17

Care by the shipper in assessing the probable hazards facing the consignment can enable him to take reasonable precautions to minimize, if not actually prevent, losses occurring to the cargo during transit. These precautions can be taken before the goods are prepared for shipment by considering a variety of factors outlined in this article. The vulnerability of a cargo to loss depends largely on its nature and the precautions taken by the shipper to protect the cargo.

5B1.5

Talking About Cargo Loss Prevention (Part 2), FAIRPLAY INTERNATIONAL SHIPPING JOURNAL (Great Britain), v. 246 (4666), January 25, 1973: 17-19

Second part of article on cargo loss prevention; continuation of talking about cargo loss prevention in January 17, 1973 crime. Precautions that can be taken before the goods are shipped are outlined in this article. "Prevention is better than cure" is very apt in dealing with cargo losses, and such measures lie mainly in the hands of the shipper. It is clear that the consignor can do much to prevent cargo losses and by so doing he maintains good relations with his consignee and also enjoys good insurance coverage at low premium rates.

5B1.6

New York-New Jersey Port Security Council Chairman William J. McRoberts reports port achieved security record in 1973 with only 1 container reported stolen, as compared with 4 stolen in 1972 and 5 in 1971; attributes decline in thefts to shipping industry concern for security. June 23, 44:5

NEW YORK TIMES 1974

5B1.7

Cargo Security Is Topic of Customs Seminar at Port of Norfolk, **TRAFFIC WORLD**, v. 161(10), March 10, 1975: 18

Mr. Tyska, a spokesman for the U.S. Customs Service, urged transportation, marine terminal and airport officials to take tougher steps against cargo theft and pilferage. Tyska listed confusion, conspiracy, and bribery as major factors leading to cargo losses.

5B1.8

First in series of 10 articles surveys recent changes in shipping cargo security measures designed to cut losses estimated at over \$1 billion per year despite security measures; list of changes in cargo security picture, including improved security techniques, detailed documentation, and modernized piers; containerization, now accounting for 75% of all ocean shipments in New York alone, seen solving some security problems but creating others. October 14, 1:1

JOURNAL OF COMMERCE 1975

5B1.9

Fourth article on series on insurance holds marine and inland transport insurers influence security measures through clout of insurance coverage rates; insurers are reluctant to impose packaging methods on carriers but determine insurance rates individually through close questioning on cargo packing, storage, carriers and routes; National Cargo Bureau studies marine cargo damage; Security Bureau recommends safety measures; largest marine insurers have inspectors who advise underwriters and can counsel clients about risks and inadequate ports; experts say major loss is through theft and pilferage; other loss categories are shortage, physical damage, reefer damage, land accidents and sea damage. October 17, 1:5

JOURNAL OF COMMERCE 1975

5B1.10

Last in a series of articles on cargo security developments on East Coast; International Longshoremen's Association President Thomas W. Gleason says labor peace is essential to cargo security, excerpts of speech, Department of Transportation seminar; discusses technological changes in maritime industry; cites containerization and intermodalism as other factors in increasing cargo security. October 28, 2:4

JOURNAL OF COMMERCE 1975

5B1.11

A. H. Raskin revs history of waterfront corruption; focusing on International Longshoremen's Association abuses and attempts by AFL and Government to stem corruption; notes that New York Waterfront Commission's efforts and displacement of bulk cargo by prepacked containers, too big for easy stealing, have reduced pilferage ten-fold since 1970; also notes that guaranteed annual wage, seniority in hiring and fear of losing operating licenses have reduced swindles; notes FBI investigation is focusing on traditional areas of collusion; extortion, price-fixing and "sweetheart" contracts; notes that sources claim that bulk of accusations deal with shady practices in Sunbelt ports but that some payoffs have been traced to top union officers in New York City February 13, 4:7

NEW YORK TIMES 1977

5B1.12

Insurance Company of North America, Ports of the World, Philadelphia, v. ill.

Ninth edition has subtitle: A Guide to Cargo Loss Control.

PART B: COUNTERMEASURES**(2) LAW ENFORCEMENT****5B2.1**

Westinghouse Justice Institute, Cargo Security Survey of the Port of Hampton Roads (Va.) - Police Technical Assistance Report, prepared for: Law Enforcement Assistance Administration, Washington, D.C., by Westinghouse Justice Institute, Arlington, Virginia, 1973, 147 p

Proposals for improving cargo security systems to cut theft at major Virginia ports. As the five waterfront installations served by the Virginia Port Authority continue to grow, so does the need for tighter security. Ninety percent of U.S. coal exports move through these ports. They also experience the third heaviest traffic in meat cargo. Presently, each terminal has its own police force that attempts to meet its security needs, but the security of all the terminals, this report asserts, can be improved by instituting a centralized police force with jurisdiction over all the terminals. A uniform security system of closed circuit television should also be implemented. The report offers recommendations for each terminal to standardize its security procedures to better facilitate the operation of a centralized police force.

5B2.2

"Bulwark Against Organized Crime on the Waterfront," by J. Kaitz, POLICE CHIEF, v. 62(2), February 1975: 839

The Waterfront Commission of New York Harbor has been active in ridding the waterfront area from the influence of organized crime. Kick-backs for hiring men, loansharking, and exorbitant equipment rental schemes have all been exposed. Well-known organized crime bosses were linked to waterfront activities through audits and surveillance.

5B2.3

Federal Grand Jury indicts Vice President of Cook Industry, Inc. and six former executives and employees of company on criminal charges growing out of investigation of foreign grain shipments; named in indictments are Raymond M. Fretz, Vice President, Phillip H. McCaull, Michael E. Ragen, Melvin L. Hibbets, Jack Albert Coleman, Rodney C. Waguespack and Billy Hall; indictment alleges that defendants agreed to load less grain than was called for and that shortweighting was accomplished by manual bypass of scales during shiploadings, with periodic adjustments in company's grain inventory to account for excess grain; Fretz declares he is innocent of all charges in statement released by company; Cook Industry Chairman E. W. Cook notes Fretz has not been suspended and is presumed innocent. August 18, 18:2

WALL STREET JOURNAL 1976

5B2.4

Federal Grand Jury in New Orleans charges five Cook Industries staff members with conspiring to cheat foreign customers for company's benefit by shortweighting ships; Vice President Raymond M. Fretz, former vice president Phillip H. McCaull, former vice president Michael E. Ragen, former vice president Melvin L. Hibbets and elevator manager Jack A. Coleman named; in second indictment, former barge traffic manager Rodney Charles Waguespack and former assistant elevator superintendent Billy Hall charged with conspiring to steal six bargeloads of soybeans and wheat from Cook. August 18, 11:1

NEW YORK TIMES 1976

PART B: COUNTERMEASURES**(3) GOVERNMENT INITIATED COUNTERMEASURES**

5B3.1

Waterfront Commission of New York Harbor - Annual Report 1971 - 1972, New York. 1972 25 p

Narrative summary of the commission's structure, operation, law enforcement efforts, and accomplishments, accompanied by relevant statistics. Statistics are presented regarding commission actions, hirings and salaries of longshoremen and checkers, registration and licensing, and finances.

5B3.2

Assistant Treasury Secretary Eugene T. Rossides, January 25, announces system of standards for cargo security and start of demonstration project on three New York Harbor piers as part of continuing government effort to cut theft of international cargo; says new standards will be voluntary.

JOURNAL OF COMMERCE 1972

5B3.3

Waterfront Commission of New York Harbor tells HR Subcommittee on Transportation and Aeronautics that situation calls for agency to study problem of cargo security and registers its support for HR Bill 10295 and S. Bill 942; Executive Director of Commission William P. Sirignano notes losses reported by many companies in shipping industry are incomplete and inaccurate. May 19, 24:1

JOURNAL OF COMMERCE 1972

5B3.4

Customs Commentary; Cargo Security - An Important Part of U.S. Customs Operations, by William Harrington, PORT OF BALTIMORE BULLETIN, January 1974: 6

This is the fourth in a Port of Baltimore Bulletin series focusing on the activities of the U.S. Customs Service. The original development of an action program by Customs' parent agency, the U.S. Treasury Department, and implementation by the Customs Service took considerable time. However, by instituting pilot programs in three large ports, in which a few basic security measures were adopted, cargo thefts were significantly reduced. These reductions came

with the installation of a record-keeping system for cargo losses and with the publication of "Standards for Cargo Security." The program also stimulated carriers and other operations of cargo terminals to improve the physical and procedural security of their terminals.

5B3.5

Waterfront Cargo Security Keep Pace with Intermodal Age, via PORT OF NEW YORK, v. 26(2), February 1974: 2

Measures of Federal and local agencies augment those of industry to reduce crime of Port's marine terminals. Ports, or freight platforms for interchanges among all modes of transport, loom large as potential sites for losses. Recognizing this problem, the New York - New Jersey Port took an early lead in finding constructive ways to alleviate and correct the situation. While these efforts outlined here have had a decidedly favorable impact on curtailing theft and pilferage, they provide neither a basis for complacency nor is there any on the part of Federal, state and local law enforcement agencies.

5B3.6

Vernon D. Acree, U.S. Commission of Customs, discusses Customs Bureau's Implementation of President Ford's Executive Order on controlling cargo theft from American ports; says latest estimate of waterfront theft runs as high as several billion dollars yearly. May 19, 2:3

JOURNAL OF COMMERCE 1975

5B3.7

Article on pending Federal cargo legislation notes two bills imposing further regulations on terminal operators; reports US Customs Service bill requiring operators to post bond for cargo held at pier; says supporters hold legislation would motivate operators to improve pier security; reports Federal Maritime Commission bill outlines minimum standards for free time for cargo at pier; notes bill is favored by Importers and exporters as way to cut warehouse costs; notes rising interest in cargo security by shippers and insurance industry. October 19, 1:2

JOURNAL OF COMMERCE 1975

PART B: COUNTERMEASURES**(4) JOINT GOVERNMENT-INDUSTRY COUNTERMEASURES**

5B4.1

First in series on efforts by US shippers and Federal Government to reduce cost of loss and damage claims; Transportation Department announces stepped-up effort to reduce cargo theft, hijacking and pilferage; estimates over \$1 billion in goods is lost annually. March 14, 1:3

JOURNAL OF COMMERCE 1975

5B4.2

Concerted Attack on Thefts Urged by Shipper Spokesman, TRANSPORT TOPICS, No. 2083, July 21, 1975: 14

Shippers National Freight Claims Council proposed, during annual meeting of the Members of the National Freight Claims Council of ATA, that carrier and shipper claims organizations should join with other industries and government agencies to develop and promote a nationwide campaign against cargo theft. The SHFCC cites major problem areas and states that it intends to publish a series of manuals for shippers, a directory of claimants and freight claim officers and the reproduction of all forms, laws, rules and regulations affecting claims via all modes. Charles Loucks, Chief of Operations of the Department of Transportation's Office of Hazardous Materials also spoke at the meeting and reported developments in the Department of Transportation with regard to handling of hazardous materials.

5B4.3

American Institute of Marine Underwriters and Inland Marine Underwriters Association submit "position paper" to Transportation Department urging transportation employers be given greater latitude to check background of prospective employees to combat cargo loss; states regulations implemented by Law Enforcement Assistance Administration limiting access in individuals' backgrounds run counter to industry needs. March 31, 10:5

JOURNAL OF COMMERCE 1976

PART B: COUNTERMEASURES**(5) SECURITY METHODS AND EQUIPMENT -- PROGRESS AND PROPOSALS**

5B5.1

Two ships carrying total of \$175 million in Japanese yen sail from Tokyo on April 27 for Okinawa, where currency will be substituted for American dollars in circulation when Ryukyu Islands group reverts to Japanese rule on May 15; tight security precautions are in effect to prevent any piracy or robbery attempts; illus. of currency being transported to pier for shipment. April 28, 8:1

NEW YORK TIMES 1972

5B5.2

Article describes advanced shipping technique of Lighter Aboard Ship (LASH), which eliminates docking during the loading and unloading of cargo through use of separate steel barges as floating cargo holds; Prudential-Grace Lines Vice President for Martine Operations Captain A. P. Spidle cites advantages of LASH shipping, noting barges protect cargo from pilferage, hijacking and damage and can be tugged up any navigable waterway, permitting loading at any port; Chairman of Prudential-Grace Lines S. S. Skouras heralds LASH technology as "exciting new era in shipping;" illus. of barge being unloaded from LASH ship. April 30, 5:29

NEW YORK TIMES 1972

5B5.3

Westinghouse Public Systems and Services, Wilmington, Delaware-Port Security Study-Police Technical Assistance Report, prepared for: Law Enforcement Assistance Administration, Washington, D. C., by Westinghouse Public Systems and Services, Arlington, Virginia, 1972, 42 p

A September 1972 assessment of security deficiencies and requirements of the Port of Wilmington, Delaware, prepared by Security Analysis of the Waterfront Commission of New York Harbor. The report found the nine man security force to be inadequate to provide security for the three thousand feet of wharf facilities and five warehouses. It is recommended that the force be expanded to twenty-two men and that a

permanent experienced supervisor be assigned. Procedural improvements and changes are also suggested. Facilities, excepting the absence of special cribs for the storage of valuable cargo, were generally found to be adequate.

585.4

Westinghouse Justice Institute - Port Security Study for Wilmington, Delaware, prepared for: Law Enforcement Assistance Administration, Washington, D.C., by Westinghouse Justice Institute, Arlington, Virginia, 1973, 40 p

Assessment of cargo security conditions along with numerous suggestions for improvement. The following facets of cargo security are covered - the port police force, physical security, vehicle movement control, and documentation for pickup and delivery of cargo. Samples of some of the cargo forms that are used are provided as well as photographs of the various facilities.

585.5

DOT-P-5200.16, Simat, Helliesen, and Eichner, Inc., Maritime Cargo Theft Liability Study: Development of a Maritime Cargo Loss Reporting System, March 1977 (Vol 5: Final Report, Vol II Appendices), prepared by Simat, Helliesen, and Eichner, Inc., Washington, D.C. Department of Transportation, Springfield, Virginia, prepared for: Office of Transportation Security, Office of the Assistant Secretary for Environment, Safety, and Consumer Affairs

The lack of maritime cargo theft data has been determined to be a serious deficiency in the National Cargo Security Program. To remedy the deficiency, this short-time review of the maritime transportation industry has been undertaken. The study reviews accountability and liability responsibilities as well as the identification and consideration of various sources and techniques for data collection in maritime operations. Recommendations for maritime cargo loss reporting systems are presented.

585.6

Tenants Association of Elizabeth / Port Newark proves an ounce of prevention goes a long way in reducing cargo loss due to theft...THE PORT OF NEW YORK, v. 26(1), October 1974:4

5B5.7

Three Ports Reduce Pilferage, CONTAINER NEWS, v. 8(7), July 1973: 28, 30, 40+

Losses from pilferage and theft have been sharply reduced in the ports of New York, Los Angeles, and Long Beach as a result of improved and broadened security measures. All three ports attribute a decline in pilferage and theft primarily to the increased use of containers, reinforced by better fencing, brighter illumination at night, the use of electronic surveillance devices and more harbor patrolmen at the terminals.

5B5.8

Scandinavian shippers reportedly pleased with containerization because of frequency of service and greater security, despite sharply rising costs; said to feel containers are most suited to high-value items and consumer equipment, and that conventional modes of shipment should be continued. December 2, 2:25

JOURNAL OF COMMERCE 1974

5B5.9

Vincent G. Wilson, Manager of Union Carbide Corp. Ocean Transportation services, cites lower costs of packaging, reduced damage and pilfering, speed of shipment and lower stevedoring costs as advantages of containerized shipping; Edward K. Trowbridge, Senior Vice President of Atlantic Mutual Insurance Company, acknowledges overall advantages of container shipments for marine insurance; cites helpfulness of US Customs in preserving integrity of containers; points out importance of proper maintenance of containers, usually supplied by steamship lines. June 16, 2:1

JOURNAL OF COMMERCE 1975

5B5.10

A Guide to Dock and Warehouse Security, by Walter M. Stobl, TRAFFIC WORLD, V. 170(1), April 4, 1977: 33

Probably no single area, in any type of facility - industrial, commercial, or institutional - is more often the target of pilferers, thieves, and hijackers than the warehouses where finished products are stored, the docks over which the products are shipped, and the vehicles that move these products from point to point. Mr. Stobl says there are a wide-range of topics in outlining a guide to dock and warehouse security. Included are packaging for security, dock security, housekeeping in the dock area, trash removal, OS&D Department, Collusion, and Truck Park Security.

SECTION 6

CARGO SECURITY CONFERENCES

6.1

National Cargo Security Conference, Second, Washington, D. C. 1972, Cargo Security: A Progress Report (Proceedings) Washington, D. C. 1972, 89 p illus.

Proceedings of the Second National Security Conference co-sponsored by the Department of Transportation and the Transportation Association of America. Two-day conference held June 20-21, 1972, at the Statler-Hilton Hotel in Washington, D. C. Theme of conference is a progress report from industry, government and labor experts on just what heading has been made to combat the cargo security problem facing the transportation industry. Harold F. Hammond is the presiding officer.

6.2

Combatting Cargo Theft - It's the Good Guy's Move! by Richard F. Lally, DEFENSE TRANSPORTATION JOURNAL, v. 28(5), September-October 1972: 22

President Nixon, on the occasion of the June 1972 National Cargo Security Conference, re-emphasized his concern with thefts of cargo from the Nation's transportation system. Fortunately, President Nixon, Secretary Volpe and the rest of those concerned with cargo theft have a lot of support. A great number of people representing a great number of organizations in government, industry and the Nation have decided to do something about it. In June and July of 1971, these people came together at the First Cargo Security Conference. The theme was: "The Cargo Security Crisis." Mr. Lally describes the course of the proceedings and the measures taken at the cargo security conference of 1971 in this article.

6.3

Internal Theft Called Biggest Carrier Drain, TRANSPORT TOPICS, No. 1924, June 26, 1972: 1, 26

The Nation's transportation industry is being ripped off on a grand scale by its own employees according to a recent study on cargo theft by the Department of Transportation. A profile of the so-called "honest thief" who is "nickel-dime-ing" the industry to death was revealed last week by DOT officials at a National Security Conference jointly sponsored by DOT and the Transportation Association of America.

6.4

National Cargo Security Conference, Third, Chicago, Illinois, 1973, Cargo Security - A Report on Local Actions (Proceedings), Washington, D. C. 1973, 71 p illus. processed

Proceedings of the Third National Security Conference co-sponsored by the U.S. Department of Transportation and the Transportation Association of America. Two-day conference held September 6-7, 1973, at the Hyatt Regency O'Hare, O'Hare International Airport, Chicago, Illinois. Theme of conference is a progress report from industry, government and labor reports of what local actions have been taken to combat the cargo security problem. Plans disclosed to promote local action programs in 16 major cities across the Nation. The Honorable Benjamin O. Davis is the presiding officer.

6.5

National Cargo Security Meet set in Chicago, TRANSPORT TOPICS, No. 1974, June 11, 1973

The Department of Transportation and the Transportation Association of America will jointly sponsor the 1973 National Cargo Security Conference and Exhibit September 6-7 at the Hyatt Regency O'Hare. The theme will be "Cargo Security - A Report on Local Actions." The program will include reports from local government and feature strong emphasis from the private sector by carrier and shipper speakers.

6.6

Security Unit Plans Seminar on DOT's Cargo Standards, TRAFFIC WORLD, v. 155(7), August 13, 1973: 15

Governmental activity in the field of cargo security will be discussed at an upcoming seminar to be sponsored by the American Society for Industrial Security. The Society is an organization made up of more than 4,000 security and loss preventive executives. It will hold its annual seminar and exhibit September 11-13 at the Fairmont Roosevelt Hotel in New Orleans.

6.7

Cargo Security Conference Set, Speakers Named, TRANSPORT TOPICS, No. 1984, August 20, 1973: 19

The 1973 National Cargo Security Conference to be held September 6-7 at the Hyatt Regency O'Hare, co-sponsored by the Department of Transportation and the Transportation Association of America. The theme will be "Cargo Security - A Report on Local Actions."

6.8

New Director of FBI, Secretary of Transportation to Speak at Cargo Security Meeting, TRAFFIC WORLD, v. 155(8), August 27, 1973: 20-21

Secretary of Transportation Claude C. Brinegar and Clarence M. Kelley, Director of the Federal Bureau of Investigation to speak at the 1973 National Cargo Security Conference, September 6-7 in Chicago. The conference and exhibit jointly sponsored by the Department of Transportation and Transportation Association of America will be held at the Hyatt Regency O'Hare, O'Hare International Airport. The theme of the year's conference will be "Cargo Security - A Report on Local Actions."

6.9

DOT Official Says Accountability is Claim Key, TRANSPORT TOPICS, No. 1988, September 17, 1973: 26

During the Third National Cargo Security Conference, General Benjamin O. Davis, Assistant Secretary of Transportation for Environment, Safety, and Consumer Affairs, stressed that accurate and rapid freight accountability standards are the real key to theft prevention. According to Davis, management apathy and lack of control is to blame for sloppy procedures in checking freight bills on incoming loads. This leads to enormous "in-house" losses from theft.

6.10

Road Management Seen as Key to Better Cargo Security, TRANSPORT TOPICS, No. 1988, September 17, 1973: 32

The conclusion voiced by speakers of the Third Annual National Cargo Security Conference sponsored by the Transportation Association of America and the Department of Transportation is that cargo security is simply a matter of good management practice. Carroll J. Hunt, Director of Security, McLean Trucking, Winston-Salem, North Carolina, noted that of the estimated \$900 million motor carriers lost last year as the result of theft, pilferage and hijacking, about \$180 million (20%) of it is directly attributable to outside losses such as hijacking. A good portion of the remaining \$720 million, he said, could have been prevented by more intelligent design, construction and use of terminal facilities. Other speakers at the conference voiced similar experiences.

6.11

New Approach Held Needed for Security, by Jim Noble, TRANSPORT TOPICS, No. 1991, October 8, 1973: 1, 14

Subject: The Association of Transportation Security Officers' 1973 Convention (September 23-25)
 Mark Sawless, a speaker before the 1973 Association of Transportation Security Officers' Conference criticized past national security seminars for having accomplished "very little" at best and for having probably failed completely to produce results. Mark Sawless based his claim of a zero track record on which he said was collective failure by security people to talk to top management instead of to each other, failure to encourage outside industries to assist in security problem-solving; failure to insist upon professional status for security personnel; and failure to eliminate the cause of the problem "by continually and unsuccessfully waging war on the effect." At its annual banquet, ATSO was warned by a Federal official as well as other conference representatives to move ahead more rapidly on its own if government pressure and intervention was to be avoided.

6.12

Seminar on Transportation Security Management Set for January 7 and 8 by ASIS, TRAFFIC WORLD, v. 156(13), December 24, 1973: 28

Among speakers who will participate in a transportation security management seminar that the American Society for Industrial Security (ASIS) will present January 7 and 8, 1971, in the Statler-Hilton Hotel in Washington, D. C., will be Representative John Murphy (D-N.Y.), a member of the House Interstate and Foreign Commerce Committee, and Chester H. Smith, Staff Director and General Counsel of the Senate Select Committee on Small Business. The Seminar Chairman, John Graziano, Chief of the Cargo Security Division in the Office of Transportation Security, U.S. Department of Transportation, said that the seminar program will include three panel discussions and several individual presentations by qualified speakers from industry and government.

6.13

National Cargo Security Conference, Fourth, Chicago, Illinois, 1974, Joining Forces in Cargo Security: Management Determination and City Campaigns, Washington, D.C. Interagency Committee on Transportation Security, 1974, '74 p

Proceedings of the 1974 National Cargo Security Conference, co-sponsored by U.S. Department of Transportation and Transportation Association of America. Two-day conference held September 4-5, 1974, at the Hyatt Regency O'Hare, O'Hare International Airport, Chicago, Illinois. Proceedings of over thirty addresses and presentations from representatives of the transportation industry, the manufacturing industry, attorneys general's offices, and the security industry. Representatives from many U.S. coastal and port-of-entry cities were also on hand to discuss security measures that were in the planning or implementation stages. Many facets of the cargo security problem are discussed. Question and answer periods followed each of the three major one-half day sessions.

6.14

Security, Fuel, Safety to Highlight PCC Seminar, TRANSPORT TOPICS, No. 2010, February 18, 1974: 4

Panels on vehicle and cargo security and the fuel crisis and safety highlight the program for the Third National Private Truck Fleet Safety Seminar, March 4-5, at the Marriott Twin Bridges Hotel here.

6.15

DOT-TAA Jointly Slate Cargo Security Program for 1974, TRANSPORT TOPICS, No. 2016, April 1, 1974:5

The Department of Transportation and the Transportation Association of America will jointly sponsor the 1974 National Cargo Security Conference and Exhibit at the Hyatt Regency O'Hare at O'Hare International Airport. The theme of this year's conference will be "Joining Forces in Cargo Security - Management Determination and City Campaigns." Highlighting the conference will be the views of top management officers representing shippers and carriers on the million-dollar cargo security problem.

6.16

Cargo Security Conference Scheduled by TAA, DOT, TRAFFIC WORLD, v. 163(3), July 21, 1975: 71

The Department of Transportation and the Transportation Association of America will jointly sponsor the Fifth National Cargo Security Conference and Exhibit at the Statler-Hilton Hotel in Washington, D. C. on March 30-31, 1976. The conference theme will be "Cargo Security - A Progress Report to the President."

6.17

1976 Conference on Cargo Security Set for March 30, TRANSPORT TOPICS, No. 2085, July 28, 1975: 4

The Fifth National Cargo Security Conference and Exhibit to be held in Washington, D. C., March 30-31, 1976. Event is jointly sponsored by the Transportation Association of America and the U.S. Department of Transportation. Theme of the 1976 conference is "Cargo Security - A Progress Report to the President." Both Coleman (Secretary of Transportation) and Tjerney (President of TAA) express concern over the problem of cargo loss and damage.

6.18

Cargo Security Conference Scheduled by TAA, DOT; President Invited to Speak, TRAFFIC WORLD, v. 165(6), February 9, 1976: 28-29

Transportation Association of America has announced that President Ford has been invited to speak at a luncheon of the National Cargo Security Conference March 31, at the Statler-Hilton Hotel in Washington, D. C. The conference, scheduled for March 30 and 31 and consisting of a "Report to the President" on progress made in cargo security in the year since President Ford issued an executive order establishing the National Cargo Security Program under the coordination of the Secretary of Transportation is sponsored jointly by the Transportation Association of America and the Department of Transportation.

6.19

Gains and Needs in Cargo Security Progra: Editorial,
TRAFFIC WORLD, v. 166(2), April 12, 1976: (ii)

One of the particularly noteworthy developments in the National Cargo Security Conference held in Washington, D. C., March 30-31, was the distribution of copies of a document entitled, "A Report to the President on the National Cargo Security Program" by the Secretary of Transportation. The report describes the activities of the various elements of government and the transportation industry in a cooperative program dedicated to the prevention of cargo theft. Secretary Coleman told the President that the "highlights" of his report are that (1) the airlines are making good progress in reducing the trend of air cargo theft losses (2) the motor carrier industry is showing a gradual trend of improvement (3) the railroad industry reports its theft-related freight losses are increasing, but the data are not conclusive (4) the maritime data is a significant deficiency in the National Cargo Security Program.

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