



SLOVENSKI STANDARD

SIST EN 16352:2013

01-junij-2013

Logistika - Specifikacije za poročanje o kaznivih dejanjih

Logistics - Specifications for reporting crime incidents

Logistik - Festlegungen für die Berichterstattung von Straftaten

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Ta slovenski standard je istoveten z: EN 16352:2013

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ICS:

03.100.10	Nabava. Dobava. Logistika	Purchasing. Procurement. Management of stock
13.310	Varstvo pred kriminalom	Protection against crime

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en,de

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EUROPEAN STANDARD
NORME EUROPÉENNE
EUROPÄISCHE NORM

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English Version

Logistics - Specifications for reporting crime incidents

Logistique - Spécifications relatives au rapport d'incidents
criminels

Logistik - Spezifikationen für die Berichterstattung von
Straftaten

This European Standard was approved by CEN on 5 February 2013.

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Foreword

This document (EN 16352:2013) has been prepared by Technical Committee CEN/TC 379 "Supply Chain Security", the secretariat of which is held by NEN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by September 2013, and conflicting national standards shall be withdrawn at the latest by September 2013.

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Introduction

Securing the supply chain has evolved as a major issue to enhance transport reliability. Over the years, many security measures have been proposed and implemented. Various government programmes have been developed to protect against terrorism. Effective security measures depend on public/private co-operation.

The operators in the supply chain have identified crime as a major threat to supply chain operability. However, the scale of various crime incidents is rather unclear. A systematic approach to measure the seriousness and magnitude of crime in the European freight transport has not been established.

Crime incidents in the European supply chain lack tangibility. Effective security measures depend on transparency, also to define the responsibilities of business and public authorities. A standardised approach to crime reporting is an important step to achieve this.

Standardised crime incident reporting allows the various security issues involved to be identified. As a result, a structured way of communication on crime in the European supply chain can be established. A standard will provide and improve handling of the data related to incidents and crime in the supply chain.

CEN/TC 379 has developed a standard on crime incident reporting. The aim of the standard is to harmonise the ways in which incidents occurring during transport activities are reported in Europe. The standard identifies a limited number of data fields which should be filled out by operators and public authorities after a crime incident has occurred.

Communication on incidents in accordance with the general agreed format will allow authorities and other stakeholders in the supply chain to set up an accessible database that provides clear information on incidents occurring during transport activities. The information can be used for risk assessment and as a base for measures to reduce the number of incidents.

1 Scope

This European Standard specifies a model for reporting crime incidents related to transport services.

This European Standard specifies common rules for incident reporting data, data collection and securing process independently whether the reporter/collector is a private company, association or public authority.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 14943:2005, *Transport services – Logistics – Glossary of terms*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 14943:2005 apply.

4 Requirements on the incident report

4.1 General

In order to obtain useful data information on crime related incidents in surface transport it is essential that the data are collected in a structured and consistent way. The data to be recorded should be clearly identifiable.

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A baseline approach to register crime incidents in surface freight transport has been identified containing a limited number of data fields. This allows incident crime reports to have an individual and unique format.

4.2 Essential data fields in the incident report

4.2.1 General

Fourteen data fields have been identified as essential for providing the necessary input for sufficient crime reporting, which should also be done in a cost and time effective way, preferably on-the-spot. The data fields on the incident relate to:

- Type of incident;
- Modus operandi;
- Incident location;
- Time of incident;
- Consequence of incident;
- Carrier;
- Cargo;
- Victim;

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- Owner;
- Witness;
- Additional description;
- Reporter;
- Registrating authority.

4.2.2 Type of incident

The type of incident shall be stated in the incident report.

The following types of incident are distinguished:

- Attack of driver/crew;
- Hijack, i.e. the use of force (armed or unarmed), threat or intimidation to kidnap the driver/crew in order to take the vehicle;
- Theft of vehicle - stealing of vehicle with/without the shipment/cargo, while driver/crew is not present;
- Theft of cargo - the stealing of shipments/cargo from vehicle without any confrontation with the driver/crew;
- Theft of fuel - the stealing of fuel from vehicle without any confrontation with the driver/crew;
- Other.

It is possible that more than one type is applicable.

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4.2.3 Modus operandi

In the incident report it shall be stated how the crime incident came about.

The following modi operandi - the execution of the crime - are distinguished:

- Pilferage;
- Violence & threat with violence (including the use of force armed or unarmed, the threat to use force, and extortion);
- Use of deception (covering the posing as customer / driver / warehouse employee – around the corner, changing delivery details and fraudulent delivery or release documentation);
- Intrusion (covering Stealth, Breaking & Entry; for vehicle - “Jump up” / breaking door lock or seal / slashing tilt curtain while driver is in the cabin, during stop);
- Internal (being active involvement in the theft by employee/s or driver/crew);
- Other;
- Unknown.

4.2.4 Incident location

The location of the crime incident shall be given in the report by at least one of the following options:

- 1) Address;
- 2) Road number /kms/mile, parking place;
- 3) GPS coordinates.

The following types of location can be distinguished:

- En-route (while in motion);
- Secured parking (Customer or IRU approved as secured parking);
- Non secured parking (public; roadside; not approved by customer or IRU);
- Warehouse;
- Terminal.

4.2.5 Time of incident

An incident shall be identified on a:

- Date;
- Time.

4.2.6 Consequences of incident

The consequences of the incident shall be stated in the incident report.

The following consequences of incidents can be distinguished:

- Fatality;
- Injury;
- Loss of cargo;
- Loss of vehicle;
- Loss of vehicle equipment/tools;
- Loss of transport documents;
- Loss of personal belongings;
- Other.

It is possible that more than one consequence is applicable.

4.2.7 Vehicle type

The type of vehicle used for the transport service shall be stated in the incident report.

The following types of vehicle/objects which hold the cargo are distinguished:

- Truck;