

BS EN 16352:2013



BSI Standards Publication

# Logistics — Specifications for reporting crime incidents

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**National foreword**

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The UK participation in its preparation was entrusted to Technical Committee OS/1/-/4, Supply chain management.

A list of organizations represented on this committee can be obtained on request to its secretary.

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## Logistics - Specifications for reporting crime incidents

Logistique - Spécifications relatives au rapport d'incidents  
criminelsLogistik - 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of an identical text or by endorsement, at the latest by September 2013, and conflicting national standards shall be withdrawn at the latest by September 2013.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.

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;