

## Advice for transportation of medical protective equipment

A few months ago, medical protective equipment was an inexpensive, mass-produced item. Its transportation was not tied to any special requirements. This situation has changed in the course of the global spread of the SARS COV-2 virus. Protective articles are now sought-after items subject to high demand and a significant increase in value. Articles for maintaining hygiene and personal protection against the virus are now considered to be a theft risk especially due to their marketability and lack of traceability. In recent weeks, larger stocks in German clinics have been stolen. We fear that, in the future, theft will also occur during transport and intermediate storage.

The following recommendations are intended to support you in safeguarding medical protective equipment during transport and storage:

### Recommendations for land transport:

- When choosing the carrier, particular attention should be paid to their capability of being able to transport theft-prone cargo. Selected carriers should exclude the use of subcontractors.
- Loaded trucks must never be left unattended. It must be ensured that loaded trucks only park within guarded and completely fenced-in premises.
- Potential dangers along the supply chain must be detected. These include reloading processes, rest periods in unguarded rest areas and parking in commercial or residential areas.

It is of paramount importance to recognise the theft risk and to communicate it clearly to all involved parties in the supply chain. Talk to your freight forwarder and / or warehouse clerk and make sure that they treat your goods as a theft-prone by taking the necessary security precautions.

- Interface controls for each transfer process must be organised and documented by the freight forwarder.
- If possible, organise direct transport of the goods from the airport / container terminal to the final destination (without an intermediate stop).
- Transport is preferably carried out using hard body trailers with mechanical security systems in cases of full truck loads.
- Use electronic security systems.
- Both the forwarding agency dispatchers and the drivers are to be made aware of the current particulars of the cargo.
- If you are unsure, contact your insurance company's transport risk engineers.
- Certification, or at least orientation according to TAPA (TSR Level 2), is recommended.  
<https://www.tapa-global.org/standards/tsr/tapa-tsr-2020-standard.html>

Medical protective equipment made of cotton or nonwoven materials, is especially exposed to climatic influences (moisture and mould). The risk increases for containerized cargo on long voyages (ocean transport). Even more the goods are likely to be disposed off, if they adopt bad odors. Especially for containerized ocean transport a thorough packaging and transport concept should be established (incl. e.g. the use of desiccants).

## Recommendations for warehouses:

The warehouse should be certified according, or at least oriented, to TAPA-criteria FSR Level C.

<https://www.tapa-global.org/standards/fsr/tapa-fsr-2020-standard.html>

- Video surveillance of all traffic at the ramps (including entry and exit).
- Gates must be guarded or electronically controlled.
- Outside cameras must cover all ramp areas.
- Outside opening hours: Loading gates must be closed and secured (i.e. electronically locked or properly locked by hand).
- During opening hours: Loading gates must be closed when they are not being actively used.
- Personnel entrances are covered by video surveillance cameras.
- Activated intrusion detection (e.g. infrared, motion, sound or vibration detection) outside of opening hours.
- Goods are 100% under video surveillance in the cargo movement and intermediate storage area.
- Manual quantity validation is carried out when the goods are handed over.
- Fraudulent pick-up: The identity of the driver and freight documents are checked before loading.
- Again, if unsure, contact your insurance company's transport risk engineers.

## Contact

**For more questions and/or more information please contact your local HDI contact person.**

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