



THE SHIPPER'S 10-MINUTE FREIGHT SECURITY CHECK

12 questions to ask before high-value freight leaves your dock — and a 60-second gate for pickup day.

01 VERIFY

Confirm identity and authority.

02 PAUSE

Treat mismatches as exceptions.

03 RELEASE

Move only when the plan matches.

PART 1 THE CARRIER

01 CARRIER IDENTITY & AUTHORITY

Is the carrier operating under its own authority, and does the contact match known records?

A valid MC number can be borrowed. Identity is the first thing to confirm.

☐ YES ☐ NOT SURE

02 INSURANCE THAT RESPONDS

Is coverage active, right-sized for this load's value, and confirmed with the insurer or agent — not just a COI on file?

A certificate shows a policy existed. It doesn't show it will respond.

☐ YES ☐ NOT SURE

03 RECENT CHANGES

Has anything changed lately — authority age, ownership, phone, email, address or insurer?

Sudden changes are one of the most common signs of a compromised identity.

☐ YES ☐ NOT SURE

04 REAL TRUCKS, REAL LANES

Is there evidence the carrier actually runs trucks on lanes like this one?

Carriers that exist only on paper don't show up in roadside data.

☐ YES ☐ NOT SURE

PART 2 THE PEOPLE & THE PICKUP

05 DRIVER VERIFICATION

Do you know exactly who is arriving at your dock?

Name and ID should match the booking before the doors open.

☐ YES ☐ NOT SURE

06 DISPATCHER CONFIRMATION

Was the load confirmed with the carrier using contact details from verified records — not the email or phone on the inquiry?

Fraud often starts with a look-alike email or a new phone number.

☐ YES ☐ NOT SURE

07 EQUIPMENT MATCH

Are the truck and trailer numbers confirmed before arrival and matched at the dock?

The truck at your dock should be the one that was booked.

☐ YES ☐ NOT SURE

08 RELEASE AUTHORITY

Who at your dock is authorized to release the freight, and what has to match before they do?

If nobody owns the release decision, nobody stops a bad one.

☐ YES ☐ NOT SURE

PART 3 **IN TRANSIT**

09

TRACKING & VISIBILITY

Is tracking live before release, not after pickup?
Visibility that starts late can't catch an early problem.

☐ YES ☐ NOT SURE

10

STOPS & PHYSICAL SECURITY

For high-value or overnight loads, are stop locations, parking and trailer security agreed before dispatch?
Risk doesn't end at pickup. Plan for where the freight will sit.

☐ YES ☐ NOT SURE

11

EXCEPTION PLAN

If something changes — a new driver, a new truck, a missed check-in — who gets called, and how fast?
Minutes matter when a load goes quiet.

☐ YES ☐ NOT SURE

12

ACCOUNTABILITY

Who owns the problem if it goes wrong, and how will you hear about it?
You should hear it from your broker first, not your customer.

☐ YES ☐ NOT SURE

PICKUP DAY

THE 60-SECOND DOCK GATE

Before the doors open, check all five:

- ☐ Driver name and photo ID match the booking
- ☐ Tractor and trailer numbers match what was confirmed
- ☐ Carrier name on the truck and paperwork matches the booked carrier
- ☐ Seal number recorded and photographed
- ☐ An authorized person approves the release

Any mismatch? Hold the load and call your broker before releasing.

WATCH FOR

RED FLAGS

-  A last-minute change of carrier, driver or truck
-  Dispatcher on a free email domain or a brand-new phone number
-  Pressure to change the pickup time or location
-  Authority, ownership or contact details changed recently
-  A rate far below market with no clear reason
-  Reluctance to share tracking before pickup
-  The driver doesn't know the carrier name on the paperwork

___/12

Score it. How many could your current broker answer clearly, today, for your next load? Anything marked "Not sure" is a conversation worth having before release.

General guidance for shippers, not legal or insurance advice. Forza Logistics Group Inc · 9011 N Meridian St, Suite 200 · Indianapolis, IN 46260

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