

TOOLBOX TALKS

Hijacking

The modus operandi in hijacking varies enormously. There are about as many variations as there are scenarios. What is a common trend, however, is that most hijackings rely on two methods to facilitate first contact: **Staging** and **Surprise**.

In **Staging**, a scenario is presented to look as normal and innocent as possible. This typically involved any staged scenario like a police roadblock, broken down car, a hitchhiker, efforts to stop the truck by suggesting a fault, staged collisions, etc. When the driver is brought to a stop or slowed down, there is an initial interaction that presents as normal and light and then the hijackers' pounce.

In **Surprise** approaches, the hijackers will typically wait for the truck to slow down or stop naturally and assault the driver by gaining surprise access to the vehicle. Stopped vehicles with resting drivers are also specifically at risk as are vehicles even inside depots and yards - hijackings have been perpetrated against facilities, depot, and plants on many occasions.

What are the major safety points for truck drivers to be aware of to avoid getting hijacked?

These are a list of points drivers should all be aware of:

1. Consider EVERY unscheduled stop a possible assault. No matter whether it is a police roadblock, collision, cattle, or a broken vehicle - follow "assault protocol" and PREVENT an attack.
2. Keep your doors LOCKED. The passenger door is the most common access point for hijackers.
3. DO NOT pick up hitchhikers. Not even women. In a recent attack, a driver was given a drink by a woman and passed out. He woke up, tied up, in the field. Five hours after his truck was taken.
4. Stay in touch with your control room. If you are going to stop - tell them how long, where and what other vehicles/people are present when you stop. List number plates, if possible.
5. When you are hijacked, DO NOT RESIST. Very few hijackings (currently) result in serious injury or fatalities. Many cases where drivers resisted have. Just cooperate - it is less dangerous.
6. DO NOT use your PANIC BUTTON for ANYTHING other than PANIC. Using it to "ask your controller to call you" results in panic alarms being ignored when there is a real panic situation.
7. Use your truck if you must. If any effort is made to stop you by a light vehicle, call the police or your controller/tracking company for guidance and use your truck if you are instructed to, as a defensive tool.

8. DO NOT trust ANYONE. There is no way for anyone to tell you what a “real hijacker” looks like. They come in all shapes, sizes and even races and sexes. Be suspicious and stay alert.

What more should be done to address truck hijackings?

There is a serious lack of understanding for the value intelligence-driven operations can offer. Even on active hijacking and recovery groups on social media (mostly WhatsApp), information is provided in its most basic form only. A very short message, reading “Hijacked, Hino, ABC123DE, Durban” is what is typically seen and offers basic information but no intelligence. In a perfect world, proper intelligence would include:

1. Details of the vehicle like description, colour and markings.
2. Load and cargo details - many operators know where the cargo will be headed, based on type.
3. Additional Vehicle Details - Number plates can be replaced quickly, VIN and Engine Numbers, Data Dot details, etc. not so easy.
4. Modus Operandi - Whether police vehicles are involved, how many suspects are involved, type of clothing, firearm types or even cars used are vital.
5. Date and time of the loss - often reports merely say “yesterday” or “earlier today.” The EXACT time helps us determine the possible radius of movement.
6. Tracking Detail - By knowing which tracking/recovery service is involved, those operators can be contacted directly by the ground crew, if the vehicle is spotted.
7. Amount of fuel - by knowing how much fuel the vehicle had helped establish whether the suspects will need to fill up or might move very far, easily.
8. Demands, questions and/or commands - by knowing what suspects wanted, asked and/or said, their intentions or heading might be predicted.

Where there is a lack of intelligence, there is a lack of planning. Operators providing only basic details frustrate efforts and demotivate operators while vehicles are lost.



Source: <https://www.arrivealive.mobi/truck-hijackings-crime-and-road-safety>

DISCUSSION

Questions from staff

Comments by staff

Suggestions from staff

TOOLBOX TALK ATTENDANCE REGISTER

Date		Facilitator Name:	
Site/Department:		Facilitator Signature:	
Topic:			

The information in this document had been explained to me and I understand the content

Emp Name	Emp No	Signature	Emp Name	Emp No	Signature