

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR TAPA'S GLOBAL FAMILY

IUMI CALLS FOR UNITY

Insurance union says surge in cargo crime must be met with a concerted response from industry, law enforcement and authorities

Minimize RISK

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welcome

CARGO RESILIENCE IS A GAME WE HAVE TO WIN

The message from IUMI, the International Union of Marine Insurers, in this issue of *Vigilant* reinforces TAPA's thinking that the best response to rapidly increasing cargo crime is proactive collaboration between industry, law enforcement and the authorities.

There is plenty of evidence that this message is getting through at every level and, most importantly, several important initiatives on the prevention of cargo theft – we must just keep building our combined response.

The Project CARGO initiative led by the German State Office of Investigation of Saxony-Anhalt, which brings together the combined expertise and authority of Europol, Eurojust and law enforcement agencies (LEAs) of EU Member States, is one such example, and TAPA was delighted to be the first industry association to be invited to join. This month, we have also seen more evidence of the impact which can result from this type of cooperation with the success of Operation Sectio in dismantling a Belarusian organised crime gang involved in truck hijackings in Europe.

This is exactly the response we want to see and also the message we want to send to criminals who still see supply chains as easy and lucrative targets.

As TAPA EMEA's President & CEO, Thorsten Neumann, presented at our conference in

Dublin last week, 2019 is already another record year for cargo crime in our region. These statistics for the first nine months of 2019 included:

- 5,755 new incidents added to the IIS database, up 80.1% year-on-year
- Recorded product losses of more than **€100 million**
- 2,865 cases of Theft from Vehicle incidents alone



- 2,959 crimes involving vehicles in unclassified parking locations
- 113 major losses of **€100,000** or more
- Crimes recorded in 44 countries in EMEA
- An average daily loss in the region for 9M/2019 of **€374,249**

As well as the great work by police agencies I've already highlighted, we too are making important inroads into increasing our understanding of cargo crime in many of the world's major trading nations. In EMEA alone, in the first nine months of the year, we have attracted significantly more incident intelligence from key markets such as:

- France - 1,450 incidents, up 1,529.2%
- Germany – 1,214 incidents, up 1,311.6%
- Netherlands – 455 incidents, up 51.6%
- Russia – 299 incidents, up 327.1%
- Spain – 210 incidents, up 52.1%
- Italy – 101 incidents, up 158.9%
- Belgium – 77 incidents, up 87.8%

This is a very important trend which, once again, we need to build upon.

We also welcome the support of partners and companies with other sources of vital intelligence. In this issue, we share a fascinating report from SensiGuard on the risks for businesses in Mexico, where freight thefts rose again in the first six months of 2019 by 17%, as well as news of TAPA EMEA's new cooperation with Resilience360.

We will continue to look for opportunities to gain more information that supports our global members' supply chain resilience. Cargo crime is growing but so is our response.



Marcel Saarloos
Chairman,
TAPA EMEA

'As well as the great work by police agencies I've already highlighted, we too are making important inroads into increasing our understanding of cargo crime in many of the world's major trading nations.'

'OPERATION SECTIO' LEADS TO ARRESTS OF BELARUSIAN ORGANISED CRIME GROUP INVOLVED IN INTERNATIONAL CARGO THEFTS



The German Police Department Heidekreis, in cooperation with the French Gendarmerie and Czech authorities, the German State Criminal Police Office of Saxony-Anhalt, EMPACT OPC, and Europol have dismantled a Belarusian organised crime group involved in international cargo thefts.

The group was targeting trucks on motorway rest areas and parking lots to steal cargo and is suspected of having been involved in almost 60 offences in the German state of Lower Saxony alone. The total damage committed adds up to over **€500,000**, according to a statement from Europol.

The main geographical focus of the group was along the German motorway number 7, near Hannover, the capital city of the Federal State of Lower Saxony. Since December 2018, the Police Department Heidekreis (Federal State

of Lower Saxony) had been investigating the organised crime group of at least six Belarusian offenders.

During the investigation, the information exchange via Europol showed that the group had been responsible for previous thefts in France. It also became clear that the organised crime gang purposefully entered the European Union for the reason of committing crimes. In addition to several cars, the perpetrators used various lorries to load the cargo directly at the crime scene and to transport the stolen goods abroad.

As part of a coordination meeting initiated and financed by the EU funded Project CARGO and organised by Europol, information was exchanged between the Police Department Heidekreis and the French Gendarmerie. This cooperation enabled the intensification of further covert measures and was followed by another operational meeting this summer.

On 10 October 2019, four members of the organised crime group, including its ringleader, were caught red-handed in Germany. In the course of this arrest, a

truck with stolen TVs was seized. Further investigations are ongoing.

The objectives of the ISF Project Group Cargo of the German State Criminal Police Office of Saxony-Anhalt is to promote national and international cooperation to combat cargo theft and to encourage the dismantling of organised crime groups involved in such cases.

"We congratulate Europol, Project CARGO and all of the national and regional law enforcement agencies involved in this highly successful operation. Organised crime groups are targeting supply chains across Europe and the proceeds of these thefts are often used to facilitate other types of serious crime. It is, therefore, vital that offenders continue to see the perpetrators of these crimes brought to justice because this is the ultimate deterrent," said Jason Breakwell, Vice Chairman of TAPA EMEA.



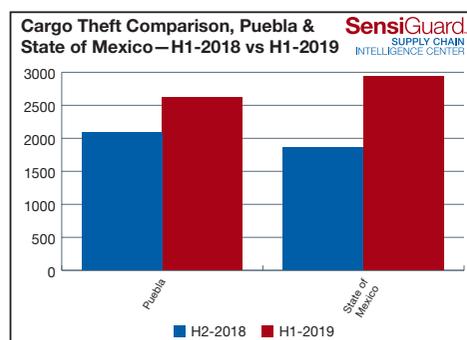
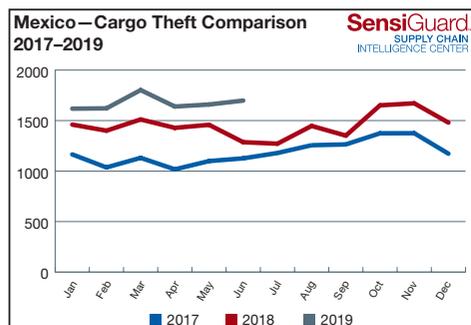


MEXICO MONITOR

Mexico is one of the world’s biggest hotspots for cargo crime, and incidents continue to escalate, rising to an average rate of more than 55 crimes a day in the first six months in 2019, according to a new report. The SensiGuard™ Supply Chain Intelligence Center (SCIC) shared its latest market intelligence and cargo theft recovery report with *Vigilant* to increase TAPA members’ understanding of the risks to supply chains in Mexico...

During the first six months of 2019, the SensiGuard™ Supply Chain Intelligence Center (SCIC) recorded a total of 10,037 incidents of cargo theft in Mexico. This total represents a 17% increase in thefts as compared to the same 6-month period of 2018, and a 53% increase versus 2017.

Though the central region has consistently held the number one spot in terms of cargo theft due to the high concentration



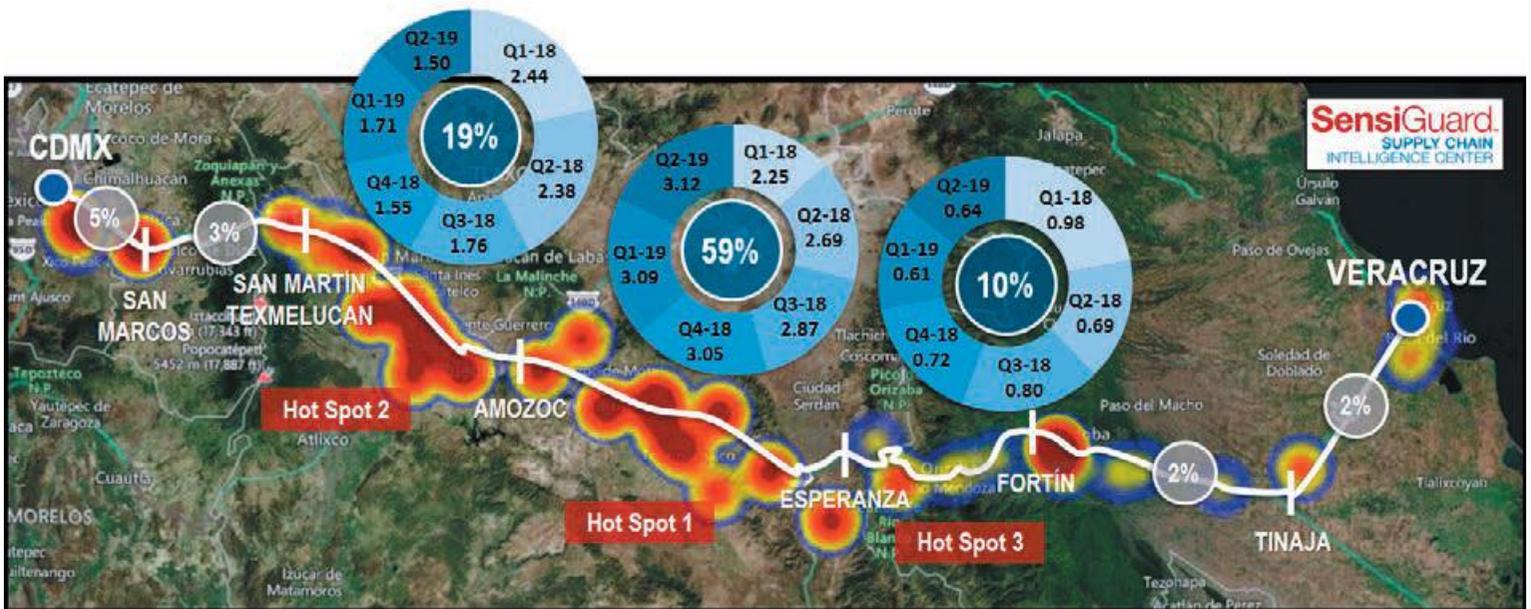
of consumer markets, the percentage has steadily grown in recent years. Central Mexico, which consists of the State of Mexico, Puebla, Guerrero, Tlaxcala, Morelos, Hidalgo, and Mexico City, currently holds 71% of cargo theft incidents across the country. This is mainly due to the increasing levels of cargo theft in two particular states; The State of Mexico, which experienced a 58% increase between H1-2018 and H1-2019, and Puebla, which experienced a 26% increase over the same period.

Given the rising trends in this area, it is no coincidence that the highways that currently represent the highest risk to cargo shipments pass directly through these two states.

Highway Mexico-Veracruz (MEX-150D)

Being one of the most transited highways in the country, Highway Mexico-Veracruz (MEX-150D) also boasts the highest number of cargo theft incidents, concentrating 25% of the national total during the first semester of 2019. It is no surprise that the majority of these thefts were registered in the sections crossing through the state of Puebla, where the geographic and social conditions facilitate the theft and storage of large cargo units.

Several criminal groups have been identified in the area, all with extensive distribution networks, high levels of firepower, and violent M.O.'s. Criminals operating along Highway MEX-150D are highly specialized in cargo



theft, with sufficient manpower and logistic capabilities to intercept several cargo units at once. They couple their knowledge of the surrounding areas and escape routes with the use of technology to hide stolen cargo until it can be distributed in local gray markets.

Highway Mexico-Salttillo (MEX-57/D)

Highway Mexico-Salttillo (MEX-57/D), which is the most commonly used route for Central Mexico to the U.S. border, accounted for 10% of cargo theft incidents in the country during the first half of 2019.

The primary hot spot along this highway occurs between Naucalpan and Tepetzotlán in the State of Mexico; a 38 km stretch which concentrates 64% of the thefts on MEX-57/D. Criminals operating along this highway section

target smaller, high-value cargo units due to the limited space and heavy traffic of the largely urban area. Cargo thieves operate in well-organized groups, often travelling in several vehicles to intercept not only the cargo unit, but any security escorts as well. A growing trend in the area is for criminals to impersonate police officers, using fake badges and police lights to pull units over.

Mexico Recovery Incidents

Despite the growing risk across the country, during the months of August and September 2019, the SensiGuard team in Mexico City has recovered numerous stolen cargo units through immediate detection and an effective coordination with local authorities.

There are two events in particular that stand out, involving product manufactured by a consumer electronics technology company. The details of each event are presented in the case studies that follow.

Querétaro, MX—Thursday, August 22, 2019

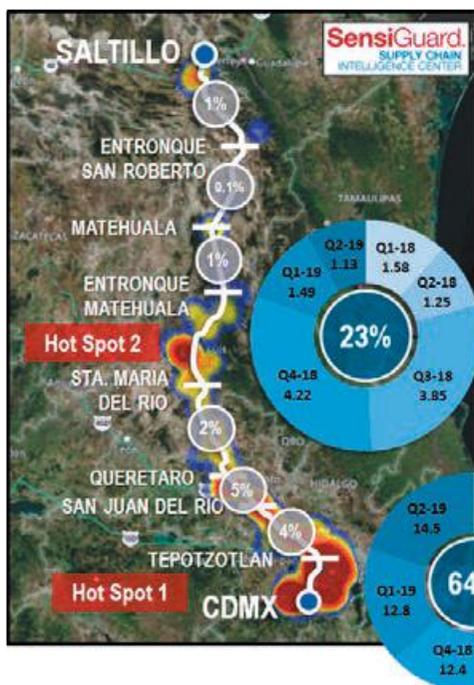
An Emergency Protocol was activated on a shipment from Cd. Juárez to Cuautitlán Izcalli when the SensiGuard C3 detected a route deviation and an unauthorized stop in Querétaro. Unable to contact the drivers, C3 immediately proceeded to contact the Querétaro Federal Police, requesting that they begin searching for the unit. To facilitate the coordination with authorities, C3 established a bridge with all Federal Police Officers involved in the search, maintaining constant communication



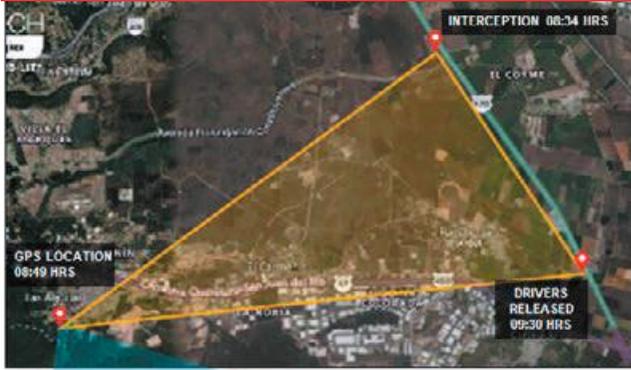
- 1 Telematics shows the unit crossing the Chichimequillas tollbooth.
- 2 SensiGuard devices show a route deviation in San Isidro Miranda, Querétaro.
- 3 Telematics and tracking device stop reporting at kilometer 6+500 of highway MEX-57D in El Marqués, Querétaro.
- 4 Federal Police and air and ground response teams locate the unit inside a warehouse.

with them throughout the duration of the protocol. Additionally, C3 established a security perimeter with authorities in the surrounding municipalities to catch the unit should the criminals attempt to escape.

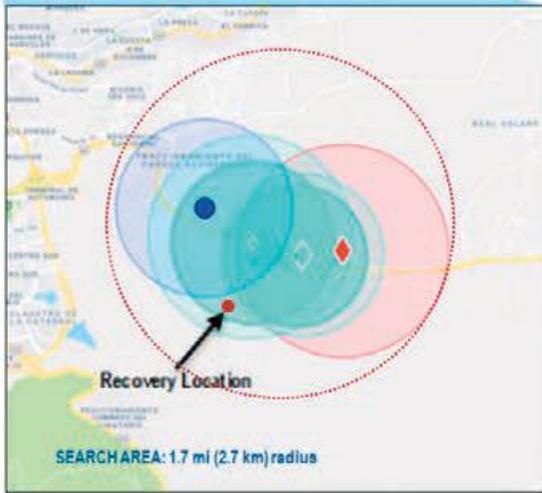
When C3 was informed that the drivers had been located, the Regional Director interviewed the drivers to reconstruct the criminal M.O. and establish a geographic profile of their operative zone in order to narrow down the search area. Based on this information and the positions reported by the SensiGuard GPS devices, C3 was able to deploy air and ground support to locate the unit trailer, which was found moments later inside the criminal warehouse.



Geographic profile



SUGGESTED SEARCH AREA

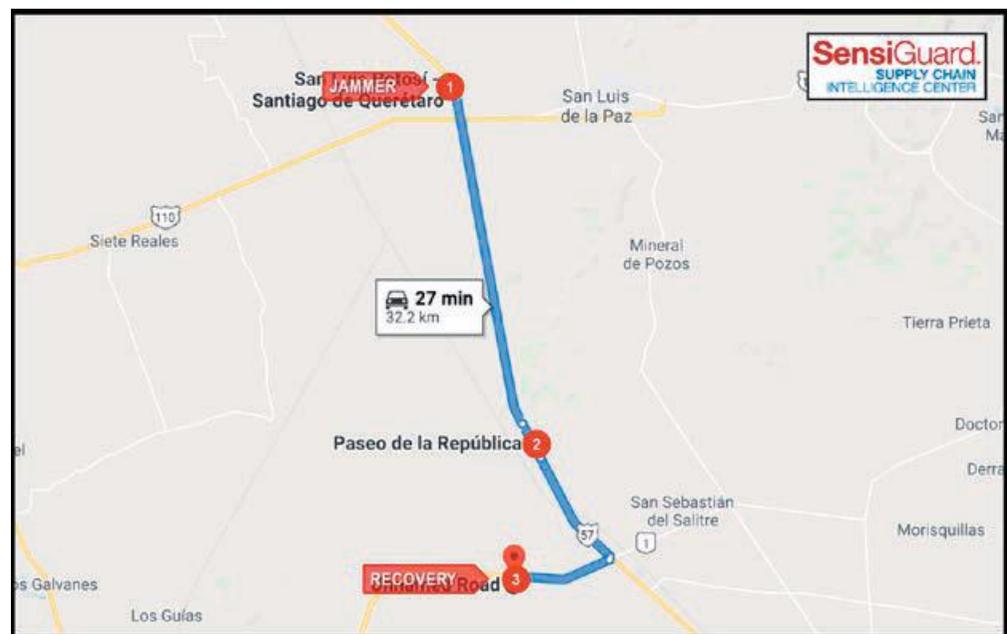


Guanajuato, MX—Thursday, September 5, 2019

Exactly two weeks after the incident in Querétaro, a second cargo unit was involved in a theft and recovery in the state of Guanajuato. Similar to the previous event, this unit was intercepted while in-transit from Cd. Juárez to Cuautitlan Izcalli. When the SensiGuard C3 detected the loss of visibility of the unit telematics and one of the GPS devices, an Emergency Protocol was immediately activated with Federal Police Officers in the four nearest substations.

There was no contact with the drivers during the protocol as they were both being held captive by the criminals. However, by quickly and carefully analyzing the GPS logs leading up to the route deviation and the signal loss, the SensiGuard C3 was able to direct both authorities and the air support team to the location where the unit was recovered in just over two hours.

Of particular interest with this theft were the findings made after the unit recovery. Based



- 1** SensiGuard GPS 1 device stops reporting on Highway SLP-Querétaro (MEX-57) in Cruz de la Palma, Gto. while the unit was travelling at 83 km/h.
- 2** SensiGuard GPS 2 device stops reporting on Highway SLP-Querétaro (MEX-57) in Cruz de la Palma, Gto.
- 3** Cargo unit telematics stops reporting on an unnamed road in San Miguel de Allende, Gto., where it remains until it is located by authorities.

Multiple high-powered Jammers used

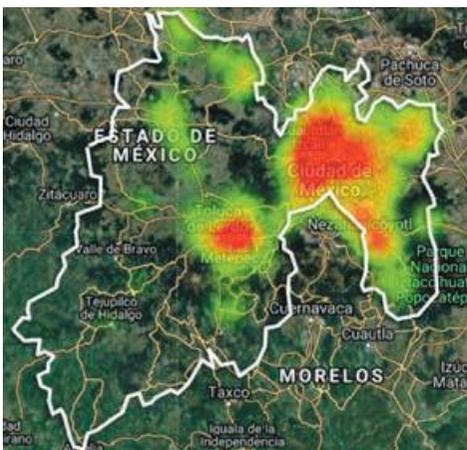


on the photographs of the recovery location, the structure used to conceal the cargo unit was built specifically for that purpose, as it was equipped with multiple high-powered jammers fixed to the structure and was dug into the ground to further conceal the unit. Additionally, authorities later advised that they received false reports of a bomb at a local company during the protocol, presumably to distract their attention from the cargo unit recovery.

Conclusions

The M.O.'s identified in these and other recovery events are indicative of highly specialized/organized criminal groups that can most likely be tied to multiple cargo theft incidents in the area. Given that no arrests were made, it is likely that the criminal groups will continue to operate in the area, possibly adjusting their M.O. to compensate for the loss of these particular staging sites. It is also likely that these particular groups specifically target cross border shipments, relating certain carriers/trailers with high-value import cargo.

Additionally, data shows that cargo thieves operate seven days a week with a peak in activity between Tuesdays and Thursdays. There is also a clear affinity for operating in the mornings between 06:00-12:00 hrs and overnight, between 00:00-06:00 hrs.



Recommendations

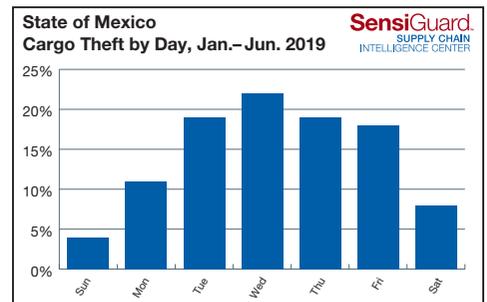
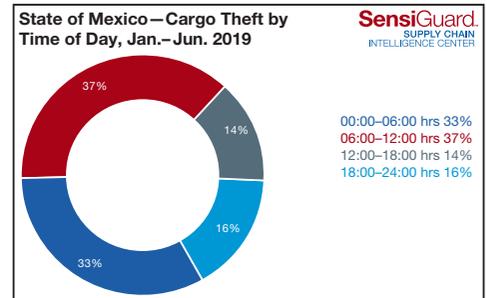
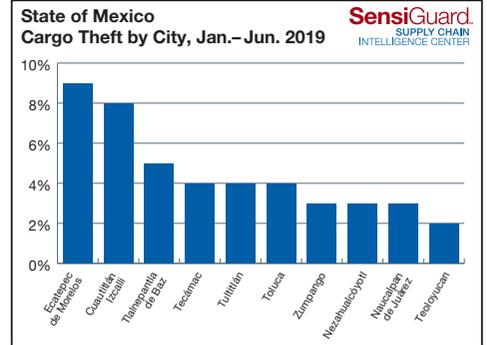
Cargo thieves are displaying increased sophistication in their tactics. Where that fails, they have shown little hesitation for using violence and deadly force. The SensiGuard SCIC recommends the use of a layered security approach to not only assist in the recovery of a stolen cargo unit, but more importantly, to prevent the theft all together.

For cargo theft recovery in high risk countries like Brazil & Mexico, Sensitech recommends customized tracking technology to enable ground and air response teams if needed.

As part of any security program, the SensiGuard SCIC recommends that drivers actively participate by remaining alert, especially in high-risk areas and areas with limited signal or reception. Drivers should inform their monitoring center of any questionable situations that arise, such as sightings of suspicious individuals and vehicles.

Furthermore, it is recommended that drivers receive training on security best practices, which should include ensuring that vehicles are in optimal condition prior to initiating their route, respecting ideal transit times and authorized stops based on local risk levels, and maintaining constant communication with their monitoring center, as loss of communication with drivers is one of the primary indicators that a theft is in progress.

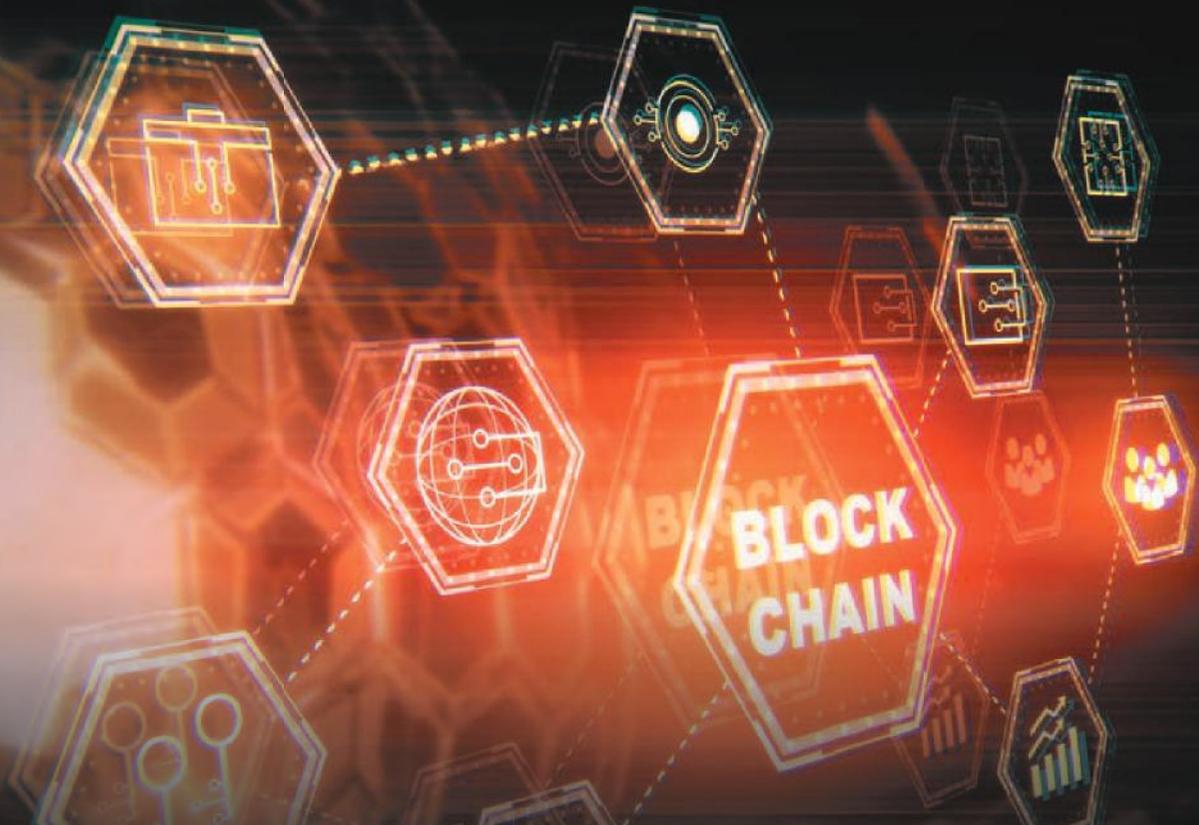
Although the majority of thefts continue to occur In-Transit, it is important to note that there was a 78% increase in thefts from Unsecured Parking locations between H1-2018 and H1-2019. These thefts typically occur when drivers stop at informal truck stops (cachimbas) and fueling stations, or pull over roadside for any number of reasons (mechanical failures, restroom breaks, etc.), making driver discipline an integral part of any security program.



About the report author:

SensiGuard Security Services

SensiGuard Security Services is part of Sensitech Inc., a leading provider of supply chain visibility solutions. SensiGuard Security Services is a leading provider of global logistics security services, offering tracking and monitoring solutions that provide organizations with cargo security, transparency and supply chain integrity from origin to destination. Using real-time visibility technology and layered solutions, organizations can actively monitor their cargo anywhere in the global supply chain to mitigate the risks associated with theft, spoilage, counterfeiting and more. With operations across the globe, SensiGuard is uniquely positioned to deliver services regionally across diverse supply chains.



BLOCKCHAIN: THE BASICS EXPLAINED... AND AN END GOAL OF MAKING SUPPLY CHAINS MORE SECURE



TAPA Americas' latest webinar on 10 October discussed the basics of blockchain security and was presented by Andy Fletcher, Chief Technology Officer for Overhaul, a member company of the Association.

Mr. Fletcher's presentation provided an introduction to blockchain for supply chain security professionals and stakeholders.

Andy explained that blockchain is a digitized, verifiable, decentralized technology that's used to capture and verify transactions between two parties in a provable, and permanent way. Due to its decentralized nature, multiple stakeholders use the blockchain to record, track, and report verified interactions. Essentially, it is a database stored in multiple locations that maintains continually increasing records known as 'blocks.' These blocks are time-stamped

and linked to the previous block in a way that cannot be tampered with or manipulated.

In the context of the supply chain, goods would be registered on a global ledger as transactions, with pertinent information such as the cost, geographic location, and date, as well as the parties involved in production and transportation. This information would be available securely to verified supply chain partners.

The verification and tracking of goods mean supply chain management understands when and where goods are received, which helps to optimize administration. This process speeds up payments, manufacturing processes, transfers, and further distribution of goods. Additionally, documents like contracts, shipping notes,

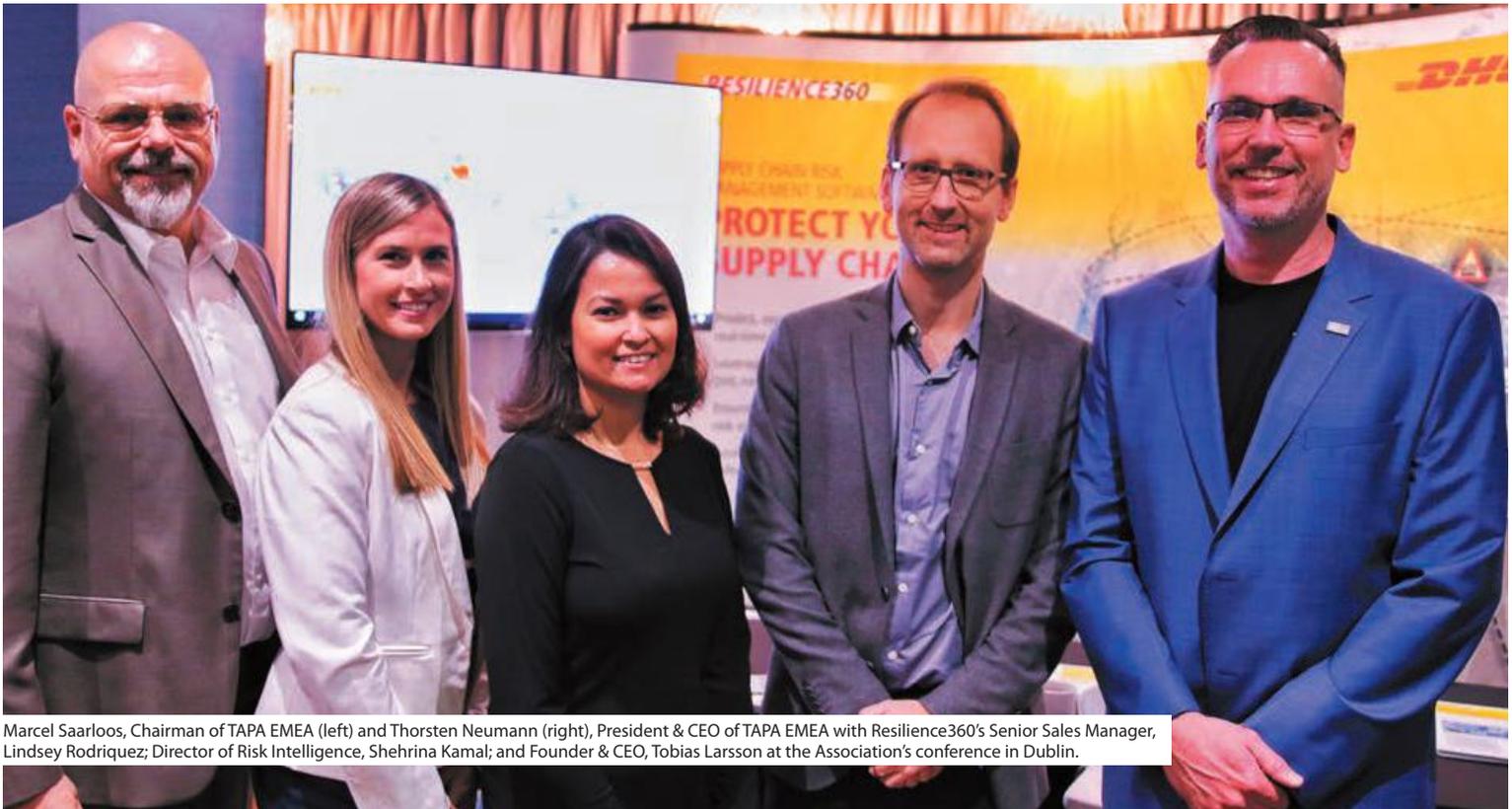
barcodes, and digital tags, are recorded on the blockchain for improved management.

The blockchain introduces transparency to the supply chain providing open, real-time access to data. Subsequently, this means supply chain managers can query, verify, report on, and optimize the sourcing, transfer, manufacture, and distribution of goods. And, there is a permanent, unadulterated record.

Despite the benefits of blockchain for the supply chain, there are some barriers to its widespread adoption. A lack of commonly accepted standards for blockchain development is a key factor holding back progress. Moreover, supply chain management partners must require all parties to use the same integrated blockchain platform.

That said, the end goal of blockchain security remains the same -- a more secure supply chain. As with all new technology, integration, adoption, education, and investments will advance over time.

RESILIENCE360 AND TAPA EMEA PARTNER TO IMPROVE VISIBILITY IN SUPPLY CHAIN SECURITY AND COLLABORATE ON CRIME INTELLIGENCE



Marcel Saarloos, Chairman of TAPA EMEA (left) and Thorsten Neumann (right), President & CEO of TAPA EMEA with Resilience360's Senior Sales Manager, Lindsey Rodriguez; Director of Risk Intelligence, Shehrina Kamal; and Founder & CEO, Tobias Larsson at the Association's conference in Dublin.

Resilience360 and TAPA are leveraging their respective strengths to collaborate on cargo crime intelligence to benefit Resilience360 customers and TAPA members through increased visibility of cargo theft issues, one of the top 10 supply chain risk trends identified in Resilience360's 2018 Annual Risk Report.

Through this partnership, both sides will work together to provide a more holistic view of cargo security threats in the Europe, Middle East, and Africa (EMEA) region. In addition, TAPA EMEA members who are also Resilience360 customers will be able to easily view TAPA cargo crime data within the Resilience360 system.

"This is a unique partnership. TAPA EMEA is a recognized industry leader in supply chain security, and TAPA members who are also utilizing Resilience360 for end-to-end supply chain risk management will gain expanded visibility of cargo theft issues," explains Tobias Larsson, Founder and CEO of Resilience360. "Our customers will be able to view this data

in the context of the other geopolitical, social, natural disaster, and labour issues reported by Resilience360."

Resilience360's Supply Chain Risk Management solution provides businesses with the tools to predict, assess and mitigate the risks of supply chain disruption. TAPA's cargo theft data will complement the visibility provided by Resilience360 to other supply chain risks impacting customers' manufacturing and transportation networks. Resilience360 will support TAPA's cargo crime benchmarking through the sharing of aggregate cargo theft data.

"This partnership with one of the leading supply chain risk management platforms

supports TAPA's important role as the security expert network for everyone in the supply chain, and will increase our ability to provide our members with the best sources of cargo theft intelligence to help them increase their supply chain resilience. As the leading Association in this field, TAPA is looking to develop more of these types of partnerships to help tackle rising cargo crime in the EMEA region and globally," says Thorsten Neumann, President and CEO of TAPA EMEA.

Resilience360 uses innovative technologies like predictive analytics and machine learning algorithms to obtain near real-time visibility of global supply chains, identify risks, and proactively manage potential disruptions to operations. The solution currently has more than 13,000 users worldwide and helps companies facing a broad range of risks, including natural disasters, cyberattacks, and a rapidly changing regulatory environment.

PARKING PACESETTER



Delta Park Truck Secure Parking gains first TAPA PSR Level 1 certification in Europe

TAPA EMEA's programme to tackle the biggest cause of cargo crime in Europe has completed another significant milestone with the Delta Park Truck Secure Parking in Dourges, France, becoming the first site to achieve the highest Level 1 certification for the Association's new Parking Security Requirements (PSR).

Since launching PSR earlier this year, TAPA has added over 5,000 parking places in 10 countries in the Europe, Middle East and Africa (EMEA) region to its secure parking database as part of its initiative to increase the supply chain resilience of its Manufacturer and Logistics Service Provider members.

Delta Park's Dourges site in Hauts-de-France provides 146 parking spaces for logistics operators looking for a secure and comfortable parking place in this high traffic area near the

A1/E17. It is located just 1km from the junction of the A1 and the A21, the busiest road hub in Europe with more than 25,000 heavy trucks passing daily.

Vigilant spoke to Didier Felice, Vice President of TIP Trailer Services for the Mediterranean region, about the company's decision to adopt the highest level of TAPA's new Security Standard...

Tell us about your company and the Delta Park site?

The core business of TIP Trailer Services is trailer leasing, rental, maintenance & repair. Because of that experience we knew how to build a workshop for trailer repairs or tyre maintenance, but we had no experience in building secure parkings. Delta Park is the first truck secure parking built by TIP Trailer Services and was opened in April 2019 as a multi-service truck center with a secure parking.

'TAPA's PSR Standard was released at roughly the same time as the EU Study on Safe and Secure Truck Parking. However, the process to gain PSR certification was already clear and identified, whereas the process to get certification against the standards set by the EU study is still ongoing.'

'A lot of people talked to us about TAPA and the great work it has done to create security standards. We decided to join TAPA because we really think that it is the place to be to better capture the security requirements of both shippers and transportation companies, and provide the services that meet their actual needs.'

In terms of the secure parking, we went through a steep learning curve at the beginning of the project, which involved:

- benchmarking truck secure parking in Europe and in the US
- gathering the work done by the EU Commission (SETPOS, LABEL, etc.)
- doing a market analysis of the target project location
- talking with stakeholders: transport companies, truck drivers, shippers
- identifying the right partners

During this preliminary phase a lot of people talked to us about TAPA and the great work it has done to create security standards, although at that time, the new Parking Security requirements (PSR) had not been published. By the time our multi-service truck center project was fully designed and the construction started, and we had decided to join TAPA, the PSR Standard was just being released. We joined TAPA because we really think that it is the place to be to better capture the security requirements of both shippers and transportation companies, and provide the services that meet their actual needs.

What attracted you to the PSR Security Standard and why is it important for your business?

The PSR Security Standard is the first real alternative to other certifications, and the fact that it was driven by the industry really made a difference.

So, I can identify 3 reasons:

- First, in terms of timing, TAPA's PSR Standard was released at roughly the same time as the EU *Study on Safe and Secure Truck Parking*. However, the process to gain PSR certification was already clear and identified, whereas the process to get certification against the standards set by the EU study is still ongoing.
- Second, several customers of TIP (or their customers) are TAPA members. PSR is a security standard designed to express and meet their requirements for the security of



the driver, the truck and the merchandise. As a service company, it is in our DNA to listen to what our customers want and match their needs.

- Third, to be down-to-earth, when looking at the PSR Standards, we realized that we were matching PSR Level 1 on most aspects and that the efforts and investments to meet PSR1 were not impossible.



What extra investments did Delta Park need to make to meet the Level 1 requirements?

Having clear rules and procedures is a must have when you operate a site for 146 trucks and their drivers. Going to PSR1 was natural for us. Before doing the final audit in September 2019, we had a pre-audit in April 2019. This helped us identify the gaps against PSR1. We identified some improvements/corrective actions on the site infrastructure (additional barbed wire to prevent intrusions on the site, for example), but none of them required a heavy investment on our side. The main outcome was the lack of procedures and the fact that many of them were not properly documented. This was corrected over the summer and it actually helped us a lot in the site management and in our interaction with our contractors as we managed to get clear roles and responsibilities.

What has been the reaction of your customers to your PSR1 achievement?

We have received a very positive reaction from our customers, both management teams and drivers. The comments received by email or social media were great. Above all, our community manager noticed an engagement way above average on social media from the truck driver community. Media coverage related to PSR1 certification had a big impact.



TAPA EMEA Board Member Rein de Vries (left) and the Association's PSR Marketing Coordinator, George Wiessing (centre) present Delta Park's PSR Level 1 certificate to Didier Felice, Vice President of TIP Trailer Services for the Mediterranean region.

Do you think being TAPA approved at the highest level for secure parking will help to grow your business?

Definitely. Of course, it will bring the spotlight on our secure parking, but above all, it's a Standard, so it guarantees to our customers that they will have the best level of security and services for their drivers and their trucks. Also being PSR1 certified means that our customers know what they pay for when they come over: safety and security comes at a cost but at the same time drivers can enjoy free services (showers, wifi) that are included in the price.

How challenging was it to meet the Level 1 requirements?

The Delta Park site was completed when we applied for PSR so we couldn't drastically change the design but we had spent a lot of time designing and thinking through the project and this helped us do the right thing the first time. When it came to the audit, we

had a few hurdles to overcome and complex processes to implement but we were very confident we would be successful.

Since we had no basic knowledge, we had to start from a blank page. It was necessary to think of every conceivable scenario in order to write the procedures. After drafting these procedures, it was necessary to train the security guards so that they could implement them as quickly as possible. To make sure our surveillance system was reliable, we performed several intrusion tests. We had to put ourselves in the shoes of a possible thief, which was really very rewarding

Did the increase in recorded cargo crimes in France in the last 18 months significantly influence your decision to meet the PSR Level 1 requirements?

Yes, it was one of the reasons why we decided to create a secure parking, but not the only reason. We also took into account road safety, driver safety and trailer safety. The area where

Delta Park is located is one of the busiest areas in Europe in terms of truck traffic, with 25,000 trucks per day so there is a very big issue every night with trucks parked on the hard shoulder and a lack of safe truck parking.



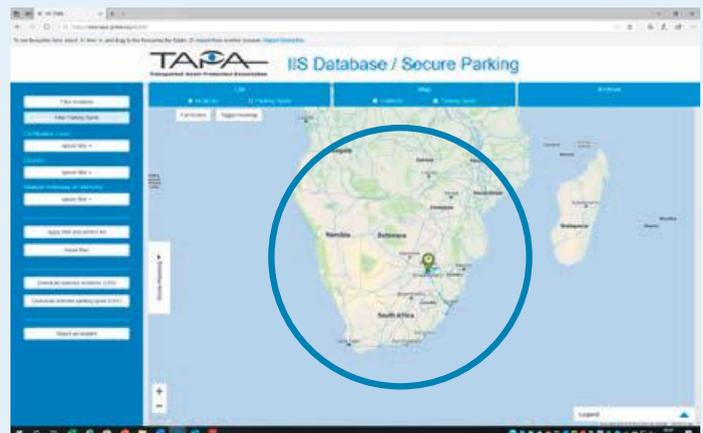
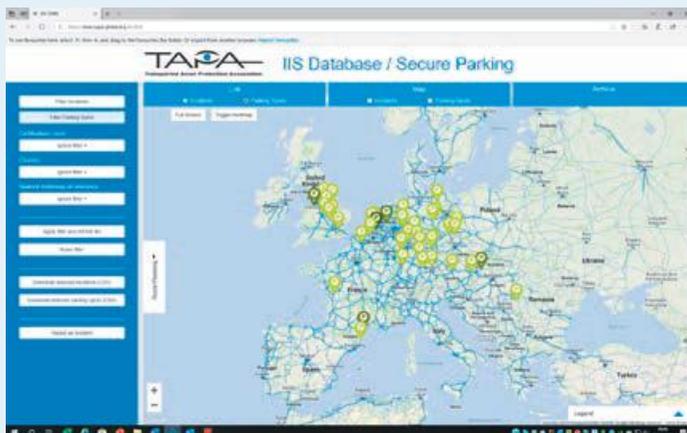
'Several customers of TIP (or their customers) are TAPA members. PSR is a security standard designed to express and meet their requirements for the security of the driver, the truck and the merchandise. As a service company, it is in our DNA to listen to what our customers want and match their needs. The PSR Security Standard is the first real alternative to other certifications, and the fact that it was driven by the industry really made a difference.'

OVER 5,000 SECURE PARKING PLACES... READY FOR YOU



TAPA's new Parking Security Requirements (PSR) and secure parking programme in EMEA is adding new Parking Place Operator sites every month.

You can now use our database to locate secure parking sites in Austria, Belgium, France, Germany, the Netherlands, Romania, Slovakia, South Africa, Spain and the United Kingdom ... and there's much more to come.



PSR PARKING PLACES



PARKING PLACES

5 0 0 0

PARKING SITES

5 2

NEW SITES IN PIPELINE

3 5

COUNTRIES

1 0



IUMI CALLS FOR UNITY



IUMI
International
Union of
Marine Insurance

IUMI, the International Union of Marine Insurance, which represents over 40 national and marine market insurance and reinsurance associations, last month called for a concerted effort to improve security throughout the supply chain to address the ‘surge in criminal activities.’

In a special ‘Cargo Theft Prevention’ position paper, the Union stated: ‘Insurers are concerned that authorities in many countries are still not doing enough to support the fight against cargo crime; possibly because cargo theft is perceived as a victimless crime and there is a lack of public awareness. Investigations are often delayed due to a shortage of staff, lack of specialised knowledge, and inadequate cooperation between authorities and across borders. These delays are aggravated by ill-defined responsibilities of police and judicial authorities.’

It also references the increasing inability to pinpoint where a theft occurred, preventing the application of the *lex loci delicti* (“law of the place where the delict or “wrong” was committed”) and the territorial principle – a prime consequence of stolen cargo

being quickly taken across borders and the requirement for immediate cross-border police intervention.

While IUMI acknowledges much is being done by shippers and the insurance industry to tackle cargo crime, measures are also necessary from relevant authorities to help prevent these losses, it says, while also recognising various law enforcement operations to fight against transport crime as well as new initiatives such as Project CARGO.

Commenting on the challenges for companies, IUMI stated: “Today, there seems to be a market for almost any kind of stolen merchandise. These are no longer traded in a separate ‘black market’ but increasingly through open electronic trading platforms. This has a huge negative impact on the economy.

‘Today, there seems to be a market for almost any kind of stolen merchandise. These are no longer traded in a separate ‘black market’ but increasingly through open electronic trading platforms.’





'The perpetrators are proceeding in a well-organised and highly professional manner...their operations often cover every detail from the gathering of information by insiders to sales planning in case of 'theft to order''



"Cargo crime is encouraged by a low risk of detection and limited law enforcement resources to stop the perpetrators. The punishments imposed are not a sufficient deterrent, especially when compared to the potential 'profits' gained from the thefts. In many cases, cargo crimes are not committed out of opportunity or as single incidents. The perpetrators or groups of perpetrators are proceeding in a well-organised and highly professional manner. The organisation of their operations often covers every detail from the gathering of information by insiders to sales planning in case of 'theft to order'. The criminal structures behind the thefts are increasingly transnational and online communication is becoming fundamentally important for the planning and execution of these operations. The misuse of online freight exchange platforms is an example where criminals take on the identity of legitimate freight carriers, using their employees' names, companies and logos to organise thefts of cargo offered for transport on those electronic freight platforms.

"In most cases, such well-organised groups have committed other similarly serious thefts before. The perpetrators use different tactics such as direct thefts from trucks or storage facilities, robberies, hijacks and fraud or deception based on fake identities and social engineering. In the latter cases, cyber related tactics are often used to facilitate the theft.

"Given that companies need to compensate for theft-related losses and additional expenses for security measures, the costs arising due to cargo theft eventually trickle down to the consumer via higher prices. The consequences of cargo theft are all-encompassing, affecting not only the stakeholders directly involved in the supply chain but also consumers, suppliers, as well as governments in the form of higher prices

for consumer products and depleted tax revenues."

IUMI also urges a variety of actions for the prevention of cargo theft:

Law enforcement agencies:

- Relevant authorities should develop an overview of the cargo theft situation, including the theft of trailers and containers, in their respective country or region. Based on these findings and in discussion with insurers and other industry stakeholders, decisions should be made on how to deal with the aforementioned hotspots and future measures against cargo theft.
- Exchange of best practices across borders on local initiatives has proven to be successful and should be continued.
- Improve law enforcement through transnational coordination and cooperation between countries and national law enforcement agencies. Dedicated cargo theft task forces should be established to allow law enforcement agents to work with their peers in other states or countries to develop effective networks and to solve cross-jurisdictional cases. The private sector should be involved in such task forces.
- Create special police units and specialised departments of public prosecution dealing with cargo crime.
- As criminals use the internet, there should be specific attention given to cyber fraud, such as with bills of lading and permits as well as fake carriers.
- Increase police presence in commercial truck parking areas and cargo storage facilities, especially at night, weekends and during holidays.



- Create a network of high-security, accessible and affordable truck parks.

Industry:

- Identify security risks and implement countermeasures to lower those risks in the supply chain. Consider the implications of decisions taken in relation to the security of the cargo.
- Shippers, logistics/transportation companies need to ensure due diligence when selecting their agents and staff.
- Training with specific emphasis on cargo theft awareness and prevention should be offered to staff.
- Insurers should be working closely with shippers and transportation provider clients to develop viable loss prevention tactics focusing on the problems presented in this paper.

Introducing these measures would facilitate the safe and secure flow of goods within the global supply chain and increase the safety of people working in the transport sector.



Vigilant asked Håkan Nyström, a Member of the IUMI Policy Forum, and Hendrike Kühl (above), Policy Director at IUMI, to tell us more...

One of the biggest challenges in terms of raising the profile of cargo crime at governmental and law enforcement levels is trying to put an accurate value on the true cost of freight thefts. What are the barriers to intelligence-sharing from the insurers' perspective and is IUMI working to change this situation?

The importance of data is a key issue for insurers, and it is well known that the whole industry is trying hard to collect reliable data and interpret it accurately. This is fundamentally down to two key reasons: first, because not all thefts are insured; and second, we cannot provide information on all cargo thefts as each individual insurance company has its own systems and databases. The reality is that to collect data from all insurers globally by trying to identify cargo theft 'as defined' cannot be achieved due to different languages, loss codes and, of course, confidentiality clauses.

IUMI is moving forward with its initiative to pilot a large major claims database. The aim of this is to create a large and consistent loss database (for hull and cargo) with standardised data from member companies in order to analyse the major losses (250,000 Euros and over) with

respect to loss severity, frequency, location and cause.

Cross border cargo crime and the challenges associated with trans-national police co-operation make loss investigations even more difficult. IUMI has called for the setting up of a Cargo Theft Task Force, so who do you want to see participate in such a group?

It is important to look at all the stakeholders and who has the authority to do this, and that includes law enforcement on both a local and cross-border level. In Europe, the European Union is the natural institution to raise this and Project Roadsec was the initial starting point in getting this issue on the agenda. There have already been successful operations such as "Projekt Cargo" for example, where German and Polish law enforcement are working together, and this is something IUMI would like to see happening more globally.

Your position paper highlights the 'large burden on society' and the financial impact for consumers stemming from cargo crime. Tell us more...

Cargo theft is a large burden on society and consumers are paying the price. This impact can range from the pure pricing of the products to delays in products being delivered to (potentially) empty shelves in a shop. Additionally, society is also paying the price of this crime as cargo theft is financing other crimes. The perception that this is a victimless or hidden crime is wrong as it trickles down the supply chain and, at IUMI, we believe that this should be highlighted in order to help raise the importance and awareness of the issue.

One other important factor is the human element entwined here. Truck drivers are exposed to this particular risk as they are the

'Society is also paying the price of this crime as cargo theft is financing other crimes. The perception that this is a victimless or hidden crime is wrong as it trickles down the supply chain.'



first line of defence against cargo theft. They spend long days on the road, often struggle to find a secure spot to park their vehicles overnight, and may become victims of cargo theft themselves. Increasing violence against truck drivers in countries around the world is a worrying trend that puts the lives and wellbeing of the drivers at risk and makes the occupation less attractive. This is particularly problematic in times when experienced and well-trained drivers are in high demand. Cargo theft is anything but a victimless crime.

What more can insurers do to incentivise the highest level of supply chain security?

It is up to the individual insurance companies and the individual insurers about what they do. Some insurers today are putting up security warranties and security recommendations. Other companies conduct supply chain investigations and have specific loss control engineers. But it is ultimately down to the individual company/insurer.

Is IUMI in favour of companies adopting TAPA Security Standards as a proven method to make supply chains more resilient?

TAPA is one of the leading Standards providers and we know that many of our members are using them as their security standards and a measurement on security. We are pleased to have the TAPA PSR (Parking Security Requirements) in our toolbox now and we look forward to the new TAPA Supply Chain Cyber Security Standard that is currently in the development phase.

Given the total volume and value of goods being shipped annually, it might be considered that cargo losses still impact only a very small percentage of supply chains. In which case, how can companies be encouraged to take a more proactive approach to theft prevention?

The overwhelming majority of companies in shipping have high theft prone products. Insurers are able to note these products and can put security requirements in place, but the reality is that anything that can be sold is being stolen. Cargo losses are similar to cyber losses in the way that only when a company is a victim of

'The issue is now more openly discussed and much more is being done about it. There are now many initiatives. TAPA is at the forefront in highlighting this issue, and this has been a huge step forward.'

this crime do they start thinking about it. So, a proactive approach is very helpful.

One factor that is impacting companies when it comes to cargo theft is losing the integrity of their brand and product. Brand name recognition is very important, and companies are investing heavily here as they do not want to see their products being distributed via alternative channels.

Police resources are already stretched and focus on higher priority crimes, while the penalties for cargo thieves when they are brought to justice often tend to be low. So, right now, everything appears to be in the criminals' favour. Do you agree?

Both the private and public sectors need to be looking at cargo theft more seriously and the campaign behind it because there are two key issues having a major impact on society. Firstly, there is the perception that this is a victimless crime, which in fact it is not, and it is a huge burden on society. Second, cargo theft is funding other operations of organised crime which has a very negative and dangerous impact on society. So, both the public and private sectors need to look deeper into this and how they can help with the fight against it.

You referenced examples of innovative criminal M.O. as well as cybercrime. How are these going to change the face of cargo crime in the future?

We need to keep up with technological developments as the more connected society becomes, the wider the range of ways to steal things will be. A recent example is the freight exchanges that offer a new platform to potentially steal goods from. Cyber and cybercrime is an important issue to IUMI and one of the key concerns to mention is that cyber means different things to different people. Going forward, it will be necessary to

have some definitions and a framework put in place for insurers to work under.

Is there a frustration on behalf of the insurance sector that companies are not doing more to protect their supply chains?

No, we are working together with our clients to set up standards and to discuss the issues, and so there is good cooperation with our insureds about how to minimise the risks. The frustration is more towards there not being much willingness to invest to help minimise this risk and, in individual cases, you can see this when crimes might have been avoided.

In your opinion, is the cargo industry fighting a losing battle against cargo crime?

No, it is an ongoing fight. The criminals are inventing new ways to steal cargo and we are keeping up by finding new ways to deal with this. Examples include putting security requirements and security proposals in place.

One can say that the issue is now more openly discussed and much more is being done about it. There are now many initiatives. TAPA is at the forefront in highlighting this issue, and this has been a huge step forward. There are now new solutions and ideas to combat cargo theft and innovation is helping companies to fight back. Not only are the thieves innovative but so are we!

What is the best advice you can give to companies storing or moving high value-theft targeted products?

The best advice is to have a business contingency plan and to have a back-up for when/if something goes wrong. Plan for the unforeseen.

To download IUMI's position paper on Cargo Theft Prevention, [click here](#)

EUROPE, MIDDLE EAST & AFRICA REGION

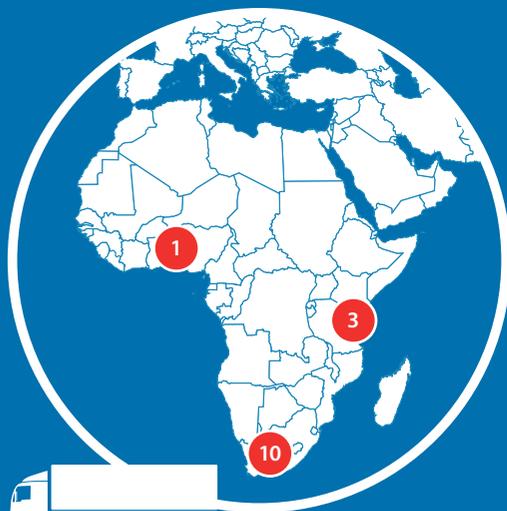
CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

September 2019

AUSTRIA	1 (0.9%)
BELGIUM	3 (2.8%)
BULGARIA	1 (0.9%)
BELARUS	1 (0.9%)
DENMARK	2 (1.9%)
FRANCE	3 (2.8%)
GERMANY	5 (4.6%)
GHANA	1 (0.9%)
ITALY	3 (2.8%)
KENYA	3 (2.8%)
NETHERLANDS	39 (36.1%)
POLAND	1 (0.9%)
RUSSIA	18 (16.7%)
SOUTH AFRICA	10 (9.3%)
SPAIN	5 (4.6%)
SWEDEN	4 (3.7%)
UNITED KINGDOM	8 (7.4%)

Number of incidents in month



€1,801,895

Average loss for the 6 major cargo crimes reported to TAPA's Incident Information Service (IIS) in September 2019



€2,507,010

Total loss for the 34 or 31.4% of crimes stating a value

-51.1%

Year-on-year change in the number of recorded cargo crimes vs. September 2018

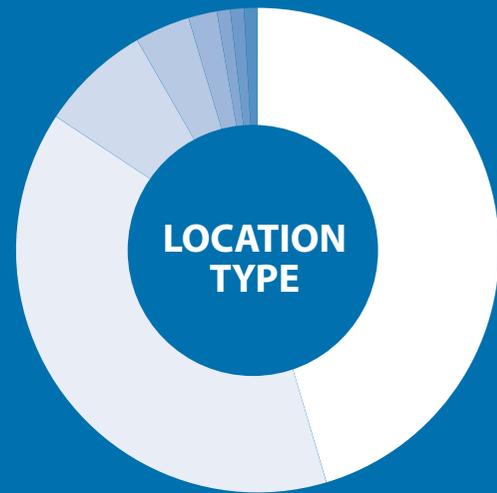


108

Number of new cargo crimes recorded by TAPA's IIS in September 2019



Theft from Vehicle	45 (41.7%)
Fraud	20 (18.5%)
Theft from Trailer	13 (12.0%)
Theft of Vehicle	10 (9.3%)
Theft of Trailer	7 (6.5%)
Hijacking	7 (6.5%)
Theft from Facility	2 (1.9%)
Theft from Container	1 (0.9%)
Theft	1 (0.9%)
Truck Theft	1 (0.9%)
Theft of Container	1 (0.9%)



Unclassified Parking Location	49 (45.4%)
Unknown	42 (38.9%)
En Route	8 (7.4%)
Destination Facility	4 (3.7%)
Aviation Transportation Facility	2 (1.9%)
Origin Facility	1 (0.9%)
Road Transportation Facility	1 (0.9%)
Services 3rd Party Facility	1 (0.9%)

4 Crimes in EMEA recording a loss value of between €50,000 & €100,000 produced a combined loss total of €267,720

€778,972

Biggest single loss -
Loss of a trailer load of computers/laptops following the theft of a vehicle in Oss in the Netherlands on 1 September

Number of countries in EMEA reporting incidents

17

6 – Number of major incidents with a loss value over €100k

€73,735

AVERAGE LOSS VALUE IN MONTH

45.4%

Or 49 of the recorded incidents took place in Unclassified Parking Locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	56 (51.9%)
Deception Other	20 (18.5%)
Unknown	14 (12.9%)
Violent & Threat with Violence	12 (11.1%)
Deceptive Pick Up	2 (1.9%)
Internal	2 (1.9%)
Deceptive Stop	1 (0.9%)
Theft from Moving Vehicle	1 (0.9%)

TAPA'S INCIDENT INFORMATION SERVICE RECORDED CARGO THEFTS IN 17 COUNTRIES IN EMEA IN SEPTEMBER WITH LOSSES EXCEEDING €2.5 MILLION

Reports of cargo crimes in the EMEA region in September were still being added to TAPA's Incident Information Service (IIS) as this issue of *Vigilant* went to press, but losses for the month had already exceeded €2.5 million.

Thefts of computers/laptops accounted for the four crimes with the highest loss values last month:

€778,972

On 1 September, a loaded trailer was stolen in Oss in the Netherlands' North Brabant province.

€250,000

Thieves broke the locks and security seal of a trailer parked overnight in an unclassified parking place on the E42 in Le Roeulx in Hainaut province, Belgium, on 20 September.

€220,000

Offenders cut the curtain side of a trailer during the night of 3 September after the driver took an overnight rest break at a service area on the A14 in Cambridgeshire, UK.

€187,000

The second major loss of computers/laptops in the Netherlands occurred on 28 September after three pallets were stolen from a vehicle in an unknown location in Haarlemmermeer in North Holland.

TAPA's IIS recorded two other incidents last month with a loss value of €100,000 or more:

€184,933

The loss of unspecified cargo following the hijacking of a truck while it was en route in Kleinmond in South Africa's Western Cape. The incident on 9 September was recorded with an M.O. of Internal.

A vehicle tracking company alerted police that the delivery truck had been hijacked and directed them to an industrial area in Parow. Upon arrival, they found the hijacked truck and the driver, who they discovered was involved in the theft. The driver pointed out a nearby storage facility where the goods had been offloaded. Officers searched the premises but recovered only two items. The rest of the stolen property had already been moved.

€180,990

The highest value of a series on losses in Russia, which all involved Fraud. In this crime, on 13 September, a driver offloaded 20 tonnes of clothing and footwear at an unauthorised location in Moscow after reportedly being instructed to do so by an unknown person.

The six major losses in September accounted for **€1,801,895** of the monthly loss value, averaging **€300,315** per crime.



PRODUCT CATEGORY	No	%
Unspecified	19	17.5%
Miscellaneous	16	14.8%
Food & Drink	13	12.0%
Metal	9	8.3%
Cosmetics & Hygiene	6	5.6%
No Load	6	5.6%
Furniture & Household Appliances	6	5.6%
Tobacco	5	4.6%
Cash	5	4.6%
Car Parts	5	4.6%
Tools/Building Material	4	3.7%
Clothing & Footwear	4	3.7%
Computers/Laptops	3	2.8%
Sports Equipment	2	1.9%
Bicycles	2	1.9%
Toys/Games	2	1.9%
Tyres	1	0.9%



In addition, a further four incidents were reported to TAPA's IIS in the **€50,000 to €100,000** loss category worth a combined **€267,720** or an average for each crime of **€66,930**. These involved:

- **€80,000** – the theft of 220 televisions from a truck at a service station in Chieti in the Abruzzo region of Italy on 27 September;
- **€68,610** – the loss of 20 tonnes of tyres in Moscow on 6 September after the driver was told to offload the cargo at an unplanned location by an unknown individual;
- **€60,000** – a shipment of washing tablets and other washing products was taken in a Theft of Trailer crime on 8 September after a deceptive pick-up in Gostynin in the Mazowieckie region of Poland;
- **€59,110** – another deceptive pick-up resulted in the loss of 930 solar panels after they were picked up in Rotterdam in the Netherlands but never delivered to their intended destination.

Overall, as Vigilant went to press, a total of 108 new cargo crimes had been reported to TAPA EMEA during the 30 days of September with a total value of **€2,507,010**. This figure is based on the 34 or 31.4% of these incidents which provided financial loss data, producing an average for these crimes of **€73,735**.

Goods were reported stolen in 15 separate TAPA IIS product categories, of which eight recorded five or more incidents during the month:

- Food & Drink – 13 (12.0%)
- Metal – 9 (8.3%)
- Cosmetics & Hygiene – 6 (5.6%)
- No Load (Theft of truck and/or trailer) – 6 (5.6%)
- Furniture & Household Appliances – 6 (5.6%)
- Tobacco – 5 (4.6%)

- Cash – 5 (4.6%)
- Car Parts – 5 (4.6%)

Theft from Vehicle remained the most recorded type of incident in September, accounting for 45 or 41.7% of crimes, while the level of cases involving Fraud meant this was the second highest incident last month, with 20 crimes.

Unclassified Parking continued to be the location type with the highest number of recorded crimes, with another 49 incidents reported in September, 45.4% of the total.

Interestingly, there was a surge in the number of countries in the EMEA region reporting cargo losses to the IIS database. In total, TAPA recorded data from 17 countries across the region, although only six recorded five or more incidents:

- Netherlands – 39 crimes, 36.1% of the monthly total
- Russia – 18 or 16.7%
- South Africa – 10 or 9.3%
- United Kingdom – 8 or 7.4%
- Germany – 5 or 4.6%
- Spain – 5 or 4.6%

In the Netherlands, all 39 crimes involved criminal attacks on vehicles, with losses including:

- 38 car batteries from a truck parked on the E2 in Eijsden
- 15 pallets of branded shoes from a vehicle in Hilvarenbeek
- 5,432 epilators stolen from a truck in Heinenoord
- 25 tonnes of cheese from a vehicle in Tilburg
- 6 pallets of tools from a truck in Veldhoven



TAPA's IIS recorded 11 incidents at points along the A2 in the Netherlands – at Born, Echt, Eijsden, Liempde, and Maarheeze - as well as on the A15, A16, A50 and A67.

Russia recorded 17 crimes involving Fraud, demonstrating that the advice to carry out thorough due diligence on transport providers still isn't being followed by some companies. Losses in these incidents included:

- 13 tonnes of cable
- 20 tonnes of animal food
- 20 tonnes of nuts
- 20 tonnes of metal
- 18 tonnes of chemicals
- 20 tonnes of milk products

Most of these crimes took place in Moscow oblast or in Sverdlovsk in the Federal District of Ural.

South Africa once again recorded a series of truck hijackings during the month. In one attack in Botleng, Mpumalanga province, four offenders in a car using a blue light attacked the driver of a cash-in-transit truck, hitting him with a rock and stabbing him in the head. Police later recovered the vehicle and made four arrests.

Other arrests in South Africa were linked to the hijacking of a truck carrying alcohol in Umlazi, while TAPA also received a report on the theft of two million tubes of toothpaste in a separate truck hijacking, which were later partly recovered in Nellmapius.



In Sweden in September, TAPA was notified of three separate thefts of televisions from vehicles in Jonkoping, Granna, and Skillingaryd, while in the UK, incidents included the theft of 100 boxes of whiskey

from a truck parked at a service area on the A1 in Wetherby as well as a loss of a trailer loaded with make-up products from a Services 3rd Party Facility in Southampton, reportedly valued at 'hundreds of thousands of pounds'.



STEP UP & STAND OUT

TAPA'S LATEST FSR & TSR SECURITY CERTIFICATIONS

In each issue of this newsletter, we publish a list of the TAPA members that have most recently gained TAPA Supply Chain Security Standards certifications.

The following companies and locations were audited by one of TAPA's approved Independent Audit Bodies (IABs) or, in the case of Class 'C' or Level 3 certifications, may have been completed by an in-house TAPA-trained person.



EUROPE, MIDDLE EAST & AFRICA REGION				
FSR	Company Name	Country	City	Class
FSR	Agility Magyarország Logisztikai és Szállítmányozási Kft	HU	Vecsés	A
FSR	Bleckmann Solutions B.V.	NL	Venlo	C
FSR	DHL Aviation (Netherlands) B.V.	NL	Schiphol	A
FSR	DHL Express	ZA	Johannesburg	A
FSR	DHL Express (Netherlands) B.V.	NL	Utrecht	A
FSR	DHL Express Poland Sp.z o.o.	PL	Przeclaw	A
FSR	DHL Freight	FR	Marne La vallee	C
FSR	DHL Global Forwarding	EG	10th of Ramadan City	A
FSR	DHL Global Forwarding SpA	IT	Fiumicino	A
FSR	DHL International (Zambia) Limited - Gateway	ZM	Lusaka	A
FSR	DHL International Madagascar	MG	Ankonondrano	A
FSR	DHL International Madagascar TNR GTW	MG	Antananarivo	A
FSR	DHL Tanzania Limited	TZ	Dar es Salaam	A
FSR	DHL Tanzania Limited, Mikocheni	TZ	Dar es Salaam	A
FSR	DHL Worldwide Express Abu Dhabi LLC	UAE	Abu Dhabi	B
FSR	Gebrüder Weiss s.r.o.	SK	Senec	A
FSR	Malpensa Logistica Europa SPA	IT	Malpensa	A
TSR	Company Name	Country	Category	
TSR	Barrinho Transportes S.A.	PT	Level 1,2,3 / Category Medium	
TSR	Spring Green Trading 285 CC	ZA	Level 3 / Category Small	



ASIA PACIFIC REGION

FSR	Company Name	Country	City	Class
FSR	Chongqing Feiliks Supply Chain Management Co., Ltd	China	Chongqing	A
FSR	DHL Keells (Pvt) Ltd (Colombo)	Sri Lanka	Colombo	A
FSR	Schenker Logistics (Guangzhou) Company Limited - Shenzhen Branch	China	Shenzhen	A
FSR	Amazon Sellers Services Pvt. Ltd (Nagpur - NAG 1)	India	Nagpur	A
FSR	DHL Worldwide Express (BD) Pvt. Ltd	Bangladesh		A
FSR	Amazon Sellers Services Pvt. Ltd. (BLR 5)	India	Bangalore	A
FSR	DHL Express Taiwan Corp.	Taiwan	Taoyuan	A
FSR	Kintetsu World Express (HK) Limited	Hong Kong	New Territories	A
FSR	DHL Express (Australia) Pty Ltd - Melbourne Airport	Australia	Melbourne	A
FSR	Amazon Sellers Services Pvt. Ltd. MAA4	India	Chennai	A
FSR	Amazon Sellers Services Pvt. Ltd. BLR 7	India	Bangalore	A
FSR	Amazon Sellers Services Pvt. Ltd. MAA5	India	Chennai	A
FSR	Amazon Sellers Services Pvt. Ltd. DEL-3	India	Haryana	A
TSR	Company Name	Country	City	Class
TSR	Shenzhen Oceanland Transportation Co., Ltd. (深圳市海与陆运输有限公司)	China	Shenzhen	Level 2



SELF CERTIFICATION	Company Name	Country	City	Class
	Delhivery Private Limited - Bilaspur Hub	India	Gurgaon	Level 3

BUILDING THE TAPA BRAND WITH EMEA REGION STAKEHOLDERS



Thorsten Neumann, President & CEO of TAPA for the Europe, Middle East & Africa (EMEA) region, shares the latest update on some of his and the Association's latest activities aimed at accelerating TAPA EMEA's growth, development and influence, and delivering more benefits to our growing membership...

BRAVO DELTA PARK

Congratulations to the Delta Park secure truck parking site in France on achieving the very first TAPA Parking Security Requirements (PSR) Level 1 certification.



Their reasons for adopting the TAPA Standard are exactly why we expect more and more Parking Place Operators to follow their example:

- Certification is in response to rising cargo crime nationally
- TAPA's PSR is clear and ready to adopt immediately
- Many of their customers (and their customers' customers) are TAPA members
- PSR is a Security Standard designed by the industry, for the industry
- It will help their business to grow

While we remain ready to look at opportunities to align PSR with the EU's *Safe & Secure Parking Places for Trucks* programme, the points specified above underpin why we must continue to accelerate our own secure parking programme because our members need a solution right now which meets all of their requirements.

LAST BUT NOT LEAST

The rise in criminal attacks on Last Mile deliveries in EMEA in the last 18-24 months has been well documented by TAPA's Incident Information Service (IIS) reports. While the loss values of individual crimes are still quite low, the frequency of attacks is growing exponentially – as is the violence used by offenders.



TAPA's Last Mile Delivery Risk Project with BSI is now collating information to learn more about these incidents. Thank you to everyone who has so far completed our survey which will, ultimately, enable us to make recommendations on how to improve the safety of drivers, vehicles and cargoes. If you have other intelligence to share on Last Mile crimes, we want to hear from you at info@tapaemea.org

INCREASING RESILIENCE

TAPA EMEA's decision to collaborate with Resilience360 to leverage our respective strengths in cargo crime intelligence is designed to benefit all of our members by increasing your visibility of cargo theft issues. As we always emphasise, intelligence is our greatest asset in terms of preventing cargo losses and making supply chains more resilient. That's why we will not only embrace this great opportunity with Resilience360 but also look to develop more of these types of partnerships to help tackle rising cargo crime in the EMEA region and globally. We're open to your suggestions.



ON YOUR MARKS

In mid-November, TAPA members will receive the 2020 revisions of our FSR & TSR Security Standards to review before they go 'live' on 1 July 2020. We hope the changes we are making will significantly boost our facility and trucking certifications in 2020 and beyond. That was certainly the majority view of everyone who voted in our poll in Dublin. Let's make it happen.



MAKE-A-DATE

We have had amazing feedback on our TAPA EMEA conference in Dublin and will be reviewing some of the content in the next issue of *Vigilant*. Thank you to all of our outstanding speakers and panellists as well as our sponsors and exhibitors. It remains *the place* to be for all supply chain security stakeholders. So, don't miss our first conference of 2020 when we will be in Amsterdam on 18 & 19 March. Put it in your diary now!



STANDARDS FAQs #26



A monthly update by Mark Gruentjes, TAPA EMEA Standards Lead

After receiving a steady stream of questions about TAPA's Security Standards from Audit Bodies and our members, we feel it will be beneficial to share some of the questions received and the responses given by the TAPA EMEA Standards Team. We aim to cover 3-5 questions in *Vigilant* each month.

PREPARING TO LAUNCH



Next month, TAPA will publish drafts of the updated versions of the Association's Facility (FSR) and Trucking (TSR) Security Requirements 2020 for our members to review. So, this edition of the FAQs is focused on what you need to know and how you can help prepare yourself for the new Standards.

If you would like to raise a new topic for discussion or ask questions about one of our published responses, please contact us via this [link](#)

Question 1.

How and when will I get copies of the draft FSR and TSR Security Standards?

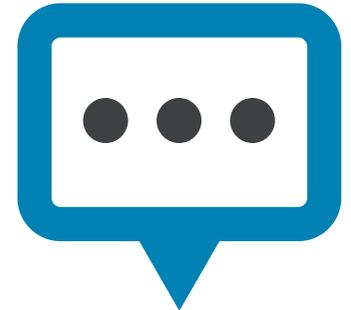
Answer: TAPA will publish a message to members informing them when the draft Standards are available to access via a link on the TAPA website. We expect them to be available in mid-November.



Question 2.

How can I provide feedback to TAPA if I have any comments on the updated FSR/TSR?

Answer: In the message we issue to confirm the Standards are available to review, we will include information on how to provide us with your comments.



Question 3.

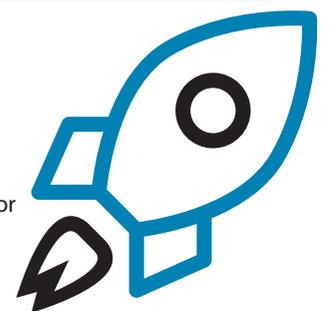
If I need help to understand the new Standards, who can I contact?

Answer: Previous FAQ updates in *Vigilant* have covered many topics on the new Standards so these are a useful point of reference. If you can't find the answer you need, we will be creating and sharing a dedicated email link to receive your comments and feedback. Alternatively, you can contact your regional TAPA Standards Team representatives, who will be happy to help.

Question 4.

When will the new FSR and TSR Standards come into force?

Answer: 1 July 2020 will be the launch date for the new FSR and TSR. Until that date, any new or recertifications should be completed using the current 2017 versions of FSR or TSR.





Question 5.

Can I still use the FSR/TSR 2017 versions after 1 July 2020?

Answer: As of 1 July 2020, any new certifications or recertifications should be completed using the FSR or TSR 2020 Standards. All FSR/TSR certificates are valid for 3 years, so, if you hold an FSR/TSR 2017 certificate, you do not need to recertify until your current certificate expires.

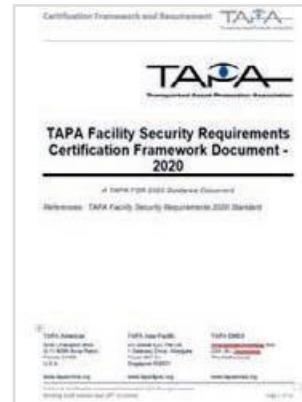
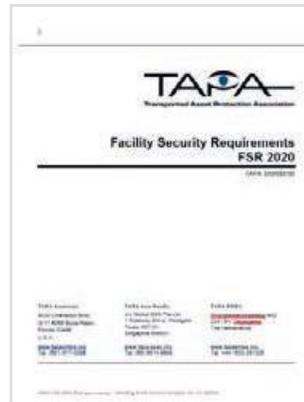


Question 6.

What should I do to prepare for the new Standards?

Answer: TAPA advises the following:

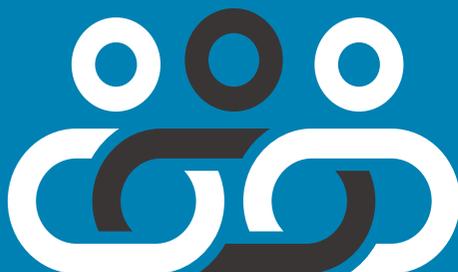
- Familiarize yourself with the content of the new Standards
- Ask TAPA if there is anything you don't understand or need help with
- Take note of the updates and other information coming from TAPA
- Look out for the training schedule once it's published to find out how to participate in future training events
- If you intend to use FSR/TSR 2020, do some gap analyses of your operations in advance



THE BENEFITS OF TAPA MEMBERSHIP
Download our membership brochure [here](#)



WELCOME TO OUR NEW MEMBERS



Please join us in welcoming the latest members to join TAPA Asia Pacific...

Company	Country	Website
ATC Air Service Limited	Hong Kong	http://atc-trvl.com/
EXPANSYS (Hong Kong) Limited	Hong Kong	https://www.expansys.com.hk/
PT WINDU PERSADA CARGO	Indonesia	www.wpclogistics.com
RSA Rainbow (Hong Kong) Limited	Hong Kong	N/A
Shanghai Core-LKL SCM Co.,Ltd. / 上海芯相供应链管理有限公司	China	N/A
Shanghai Divine-Phoenix Logistics Co., Ltd. / 上海德祥物流有限公司	China	http://www.dvphoenix.com/ver_en/access/

Please join us in welcoming the latest members to join TAPA EMEA...

Company	Country	Website
TOKS	ZA	www.tokslog.com
Secure One	ZA	www.secureone.co.za
Morrison Express Corp (UK) Limited	GB	www.morrisonexpress.com
Texas Trucking	ZA	www.texasrucking.co.za

Please join us in welcoming the latest members to join TAPA Americas...

Company	Country	Website
TotalShip logistics	Canada	http://www.totalshiplogistics.com
Charger Logistics Inc.	Canada	https://chargerlogistics.com

meet THE BOARD

As *Vigilant* extends its reach to the global TAPA Family, we'll be introducing you to some of the TAPA Board Members in the AMERICAS, ASIA PACIFIC and EMEA regions who are volunteering their time and expertise to drive forward the Association's goal of minimizing cargo losses ... so please meet ...

Andrew Parkerson, TAPA Americas

Tell us about your day job and career bio?

I work under the Global Manufacturing Operations group at Cisco. GMO is responsible for manufacturing and supply chain operations within Cisco. My title is Program Manager, Logistics Security. I am one of two people in our group that has responsibility for implementing Cisco's Master Security Specification with our logistics partners and our operational logistics sites. We conduct on-site security audits at the sites which include: Strategic Logistic Centers (DCs), Ghubs (parts), Cross Docks, Mhub and Phubs (memory and program hubs). This covers around 50 sites worldwide and, every year, we usually audit about 50% of the sites.

I've been with Cisco for nine years in various logistics and supply chain roles. Earlier in my career, I spent 12 years as Logistics Manager for Koret of California, seven years with Intel within the Supply Chain group, and three with Maersk Lines, in Sales in the San Francisco Bay Area.

When did you join the TAPA Americas Board and what prompted you to become more actively involved in the Association?

I first joined the TAPA Americas Board back in 2004, through 2006, when I was with Intel. I rejoined the Board in 2015. When I moved into my current position at

'In the next year, TAPA needs to issue some type of Standard on cyber security. We are the industry standard in physical security but cyber security is as important as physical security. TAPA needs to show that we, as an organization, are addressing this new threat.'

Cisco, I stressed to my manager that Cisco needed to be a member of TAPA again. After attending a couple of the meetings and learning the goals of the Board and membership, I thought I might be able to better contribute to the TAPA mission as an active Board Member.

What are your BoD responsibilities?

Currently, I am the co-lead of the team developing the cyber security standards.

What do you bring to your TAPA role?

I have been in the logistics and supply chain profession all my career, mostly on the manufacturer/shipper side of the house, except for three years working for Maersk Lines. I have gained practical experience from working in several different industries, both behind a desk and on the front line. I worked as a delivery driver (FedEx), a dock supervisor for Roadway Express (LTL carrier) (that's hard work, especially at 2:00 in the morning!), warehouse operations,

order fulfilment, and managing the movement of raw material and finished goods worldwide. I was also a board member with the Transportation Claims and Prevention Council, which deals with freight claims, loss prevention and claims law (now the Transportation & Logistics Council) and I was asked to be an initial member of the Viking Freight Advisory Board, an LTL carrier based in California, now owned by FedEx Freight.



How supportive is your employer of the time you devote to TAPA and how do they benefit too?

My management is very supportive. My immediate manager quickly agreed to Cisco joining TAPA, my participating at the meetings, and then joining the Board. Cisco hosted our T1 meeting in Atlanta in June of 2019 with the strong support of our Senior Director Logistics.

How do you believe TAPA is seen by other supply chain security stakeholders?

I believe TAPA is seen as the industry standard in terms of physical security, maybe more so in the European region as TAPA EMEA has many more members than TAPA Americas. Our team, TAPA Americas, realize that we have a great "product" and are working on ways to bring more companies into the Association. We have started talking on how to work with

other logistics organizations on how to collaborate, bringing strengths from each organization.

What are you hoping TAPA globally and TAPA Americas can achieve in the next two years – where should the priorities lie?

For TAPA Americas, increase our membership. I personally need to step up in this area, as other Board Members are working hard to increase our membership, especially our chair, Anthony Leimas.

How active are you in terms of promoting membership, intelligence sharing and the TAPA Standards to your partners and suppliers – and what more can TAPA and members do to drive this forward?

I share TAPA information with our logistics partners every chance I get. I share the TAPA loss report and information about our

webinars with our logistics partners, and with my co-workers that work in the supply chain area. I want them to see where losses are being reported and the types of losses. I also share the monthly *Vigilant* magazine internally, pointing out certain articles I want them to focus on (everyone has so much to read, I want to provide focus on certain subjects in case they don't have time to read the full monthly issue).

What are your personal TAPA priorities for the next 12 months?

Membership, educating my fellow Cisco employees about the benefits of TAPA. In the next year, TAPA needs to issue some type of Standard on cyber security. We are the industry standard in physical security but cyber security is as important as physical security. TAPA needs to show that we, as an organization, are addressing this new threat. We started a project to create a Standard about 18 months ago, with input from TAPA members from all three regions.



**DUBLIN
2019**
TAPA EMEA CONFERENCE

THANK YOU!

TAPA EMEA wishes to acknowledge the great support of all of our sponsors and exhibitors for helping to make our Dublin conference such a success. We hope to see you again at our next event in Amsterdam.

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