

# vigilant

THE MONTHLY CARGO CRIME UPDATE FOR TAPA'S GLOBAL FAMILY

## PREVENTING STOWAWAYS

As Europe prepares for a rise in irregular migration, how can you protect your supply chains from stowaways?

**Page 3:** SNAP's support sees PSR secure parking places break through the 7,000 barrier

**Pages 4-5:** BSI steps up to help drive TAPA's digital transformation

**Pages 6-7:** Rising to the challenge: a mid-year review from TAPA AMERICAS

**Pages 8-13:** Imbema and TLN publish white paper on protecting transport operations from stowaways

**Pages 14-17:** TAPA EMEA signs MOU with NaVCIS to see the 'big picture' of UK cargo crime

**Pages 18-21:** Cargo thefts in 14 countries in EMEA bring losses of over €4.3m in June

**Page 22:** Enhanced security needed in India as truck hijackings rise

**Page 23:** A monthly update by TAPA EMEA's President & CEO

**Pages 24-25:** How TAPA APAC is helping members prepare for a post-COVID world

**Page 27:** Logisym panel discusses COVID-19's 'wake-up call' for supply chain resilience

**Pages 28-31:** Your FSR & TSR questions answers – plus the latest certifications in APAC and EMEA

# welcome

## THE WORLD IS CHANGING BUT WE'RE READY TO NAVIGATE OUR WAY THROUGH WHATEVER CHALLENGES COME OUR WAY

**When the world around us is changing, presenting new risks and opportunities, the one thing we cannot do as responsible security and resilience professionals is stand aside and watch it all go by.**

TAPA members know that change brings new environments, uncertainties to overcome, and fresh threats from those who are all too ready to exploit the effects of disruption. We can't stop the changes happening around us, but we can step up our efforts to manage them in the best possible way - and that is what TAPA is doing in all three of our global regions.

In this issue, you will read reviews of the work delivered by our AMERICAS and APAC regions in the first half of 2020 as both have adapted to the challenges and restrictions placed on us by the coronavirus pandemic. You will also see how our APAC and EMEA regions are preparing for the

anticipated growth in our Security Standards certifications with a new online auditing tool from BSI, which will not only help to automate the certification process but also represents the latest step in our focus to drive digital innovation in the supply chain, and within our Association.

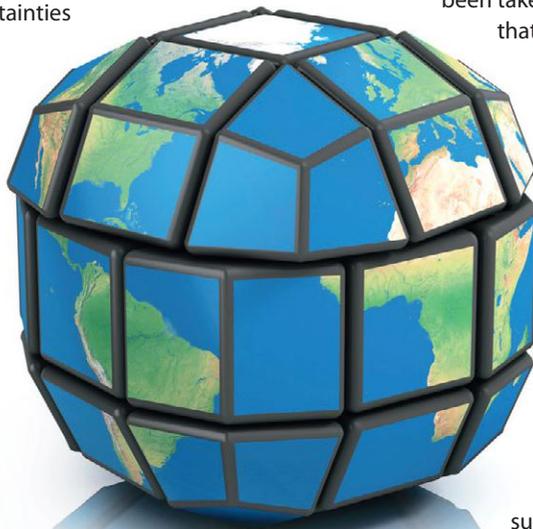
So much of the world's attention has been taken by COVID-19 that we have almost forgotten some of the other challenges that went before it, and which still exist today. High on this list is the potential impact of Brexit on supply chains. When the UK first voted to leave the EU, there was an immediate surge in irregular migration and attempts to cross the channel to the UK. It is anticipated this will increase once again with the easing of lockdowns which have thwarted the activities of those determined to reach the UK, and the ultimate

prospect of long vehicle queues at the border may make attempts to board trucks at, and close to, ports easier to achieve than before.

It is, therefore, good timing that we are able to report a new white paper by Imbema and Transport Logistiek Nederland (TLN) which offers sound advice to the transport industry on ways to prevent stowaways from boarding vehicles, avoiding the costly penalties this can bring. This is a very useful and practical guide which we believe will be of value to anyone involved in the European road transport and logistics sectors.

And, continuing the UK theme, we include an interview with DCI Brett Mallon, Head of Unit at NaVCIS, the National Vehicle Crime Intelligence Service, about its outstanding work to reduce cargo crime in the United Kingdom, and its new MOU with TAPA EMEA, which will give our members an even greater understanding of freight theft incidents and risks in this very important market.

This combined willingness to support TAPA's mission to minimize cargo losses and increase the resilience of our members' supply chains across the globe is another clear reminder that whatever changes may lie ahead, we are an Association with the strength, agility and connections to make these changes easier to navigate.



*'So much of the world's attention has been taken by COVID-19 that we have almost forgotten some of the other challenges that went before it, and which still exist today.'*



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Chair  
TAPA APAC

# TAPA'S SECURE PARKING DATABASE BREAKS THROUGH THE 7,000 BARRIER AS MORE SITES JOIN UP IN EMEA



**The number of secure parking places within TAPA EMEA's Parking Security Requirements (PSR) database broke through the 7,000 barrier in July as more sites joined the Association's programme to support the resilience of trucking operations across the region.**

SNAP Account, which operates a cashless payment system covering HGV parking sites across the UK and Europe, is playing a leading role in this growth, with 19 of the locations it works with now part of the TAPA initiative – and more are on the way.

At the end of July, TAPA's secure parking database gave its members access to nearly 7,200 parking places at secure sites in 11 countries; Austria, Belgium, France, Germany, the Netherlands, Romania, Russia, Slovakia, South Africa, Spain and the United Kingdom.

SNAP is volunteering the support of its Access & Security team to bring locations up to PSR Level 3 of the TAPA Security Standard, and at least six more sites are in the pipeline to meet TAPA's requirements. SNAP currently works with over 220 HGV locations across Europe, with 2-3 new sites joining each week, even in the current challenging market conditions. This growth enables SNAP to provide 10,500

parking spaces per day or 3.7 million a year for over 100,000 truck drivers.

The latest SNAP sites to see the value of participating in TAPA's PSR are in the UK, France, the Netherlands and Slovakia.



Nick Long, SNAP's European Network Manager, said: "We always try our best to help a location bring its standards up to reach the TAPA PSR Level 3. When a new location starts working with SNAP, we explain

the benefits of joining the PSR programme and ask if they would like to gain the accreditation. It is vital to increase security throughout the haulage sector and we illustrate the reasons why. Our Access & Security team are continuing to carry out security 'health checks' and offering specialised advice to any

parking locations which would like to join the programme. SNAP will continue to volunteer and support TAPA to create safer parking areas across Europe."

He added: "The market size for secure parking completely overshadows the availability. We are trying to educate fleet operators and logistics centres on the benefits of SNAP's Depot Parking scheme. This involves business owners opening the unused space in their fleet yard for truck parking – which helps to meet the demand for secure parking and brings them additional income. This is an initiative we have been leading for over 10 years because it helps to solve the parking crisis and lower the level of cargo crime. We see TAPA's PSR as another important addition to this. We are hoping that during 2020, we can offer 100 Depot Parking Sites with secure parking facilities which can be pre-booked by drivers and fleets."

TAPA is also hoping to benefit from SNAP's recently-formed partnership with ELVIS, the European Cargo Federation of International Freight Forwarders, to extend the number of secure parking areas in Germany. The ELVIS network has more than 250 companies that could be suitable for SNAP's Depot Parking scheme, with over 10 locations set to launch very soon.

Earlier this year, a SNAP survey of 350 people working in the Transport and Automotive sectors in Germany on the causes, impact and solutions to rising cargo crime found that 46.3% of those working in the industry have been affected by cargo crime or know someone affected.





# TAPA AND BSI TO SUPPORT GROWTH OF SECURITY STANDARDS AND DRIVE DIGITAL INNOVATION IN THE SUPPLY CHAIN

**TAPA has entered into a strategic partnership with the supply chain services and solutions division at BSI to support the digital transformation of its supply chain Security Standards' audit processes and to increase its members' access to new levels of risk management intelligence and incident data.**

At the forefront of the collaboration in TAPA's Europe, Middle East & Africa (EMEA) and Asia Pacific (APAC) regions will be the use of BSI's Supply Compliance Manager (SCM) online auditing tool to enable the Association's Independent Audit Bodies (IABs) to automate

the certification processes for TAPA's Facility (FSR), Trucking (TSR), Parking (PSR) and Guarding (GSR) Security Standards. TAPA Americas is also evaluating the new tool with a view to its future adoption.

**Following the 1 July 2020 launch of the latest revisions of TAPA's Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) in EMEA and APAC, the tool will help to support the acceleration of TAPA certifications, which are already at their highest-ever level. It will give the Association:**

- Access to previously unavailable data and reports
- Scalability to manage international demand for TAPA Standards from Manufacturers and Logistics Service Providers

- Oversight of IAB performance versus KPIs
- Automation of corrective actions, waiver capture and processing, with access to archive data
- Data sources for the Standards' revisions and repeat non-compliances
- Future opportunities to customize reports and key findings for members with multiple certifications

TAPA's IABs will benefit from using a standalone tool for the Association's certification program to ensure consistency and compliance with TAPA's requirements.

Thorsten Neumann, President & CEO of TAPA EMEA, commented: "Our digital transformation in EMEA is going to change the way we do business by improving our processes,



giving us the ability to manage growth without significant increases in overhead, and increasing not only the benefits we deliver to our members but also to ultimately give them access to

digital self-service platforms to access accurate data, support and intelligence.

“The launch of our updated FSR and TSR Standards comes at a time when the international focus on supply chain resilience has never been greater as companies prepare for the ‘new normal’ in a post-COVID world. Demand for our Security Standards is rising like never before. BSI’s auditing tool will ensure we deliver faster and more visible certification solutions via both our IAB partners and self-certification solutions. With BSI, we have the opportunity to build a relationship with a long-term partner which manages audit and supply chain compliance programs for multiple Fortune 500 companies in more than 90 countries. Leveraging this knowledge and expertise will help us deliver more services and solutions to our members than ever before and enhance our strong innovation agenda.”



Prior to stepping down from his role as Chair of TAPA APAC earlier this month, Tony Lugg said: “BSI is a highly respected global player that has demonstrated great flexibility and

cooperation to us. We believe working more closely together will enable us to deliver more intuitive online and digital solutions for TAPA members globally and greatly support our mission to reduce losses in supply chains by offering practical resilience solutions through our Standards, incident intelligence and training programs.”

In addition to auditing services, BSI and TAPA will exchange supply chain security intelligence and BSI will also provide Subject Matter Experts for TAPA webinars and other member events.



Shelley Sjerven, SCM Practice Director, BSI, added: “Our partnership and shared commitment to ensuring supply chain resilience has always underpinned

our relationship with TAPA. We are delighted to continue to be a part of TAPA’s strategic digital transformation program and look forward to bringing an innovative approach to meeting TAPA’s objectives. Leveraging the SCM tool will enable TAPA to provide increased transparency through improved analytics and drive efficiencies with streamlined processes through digitized technology. SCM has many new and innovative features that enable greater personalization, deeper visualization and analysis, and connectivity to futuristic technologies. The platform is utilized globally by many industries concerned about resilience within their supply chain including security, cyber, business continuity and sustainability.”



**WELCOME TO OUR NEW MEMBERS**

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

Company	Country	Website
Paul Ponsonby Ltd	UK	<a href="http://www.ponsonby.co.uk">www.ponsonby.co.uk</a>
Thruvision	UK	<a href="http://www.thruvision.com">www.thruvision.com</a>
Engtex AB	SE	<a href="http://www.AverticArmour.com">www.AverticArmour.com</a>
BPL Thermo Transport GmbH	DE	<a href="http://www.bpl-thermotransport.com">www.bpl-thermotransport.com</a>
La Poste Group (France)	FR	<a href="http://www.laposte.fr">www.laposte.fr</a>

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

Company	Country	Website
HFC Prestige Products Inc. (Coty)	USA	<a href="http://www.coty.com">www.coty.com</a>
Mitsui Sumitomo Marine Management	USA	<a href="http://www.msigusa.com">www.msigusa.com</a>
Sharp Transportation Systems Inc.	USA	<a href="http://www.sharpdecision.com">www.sharpdecision.com</a>
Sendekem Inc.	USA	<a href="http://www.sendekem.com">www.sendekem.com</a>
TGT-Transport Inc	USA	<a href="http://www.tgt-transport.com">www.tgt-transport.com</a>

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

Company	Country	Website
Brandpath APAC Ltd.	Hong Kong	<a href="http://www.brandpath.com">www.brandpath.com</a>
Chun Sing Air Sea Worldwide Ltd.	Hong Kong	<a href="http://www.chunsing-logistics.com/index.html">www.chunsing-logistics.com/index.html</a>
Ever Bright Freight Ltd.	Hong Kong	<a href="http://www.ebfreight.com">www.ebfreight.com</a>
Shenzhen CF International Logistics Co., Ltd	China	N/A
Shenzhen Shengchanglong Container Cargo Transportation Co., Ltd.	China	<a href="http://www.szsscl.com">www.szsscl.com</a>
Sinotrans Logistics Ltd	China	<a href="http://logistics.sinotrans.com/">http://logistics.sinotrans.com/</a>
Swack Security Services SDN BHD	Malaysia	<a href="http://www.swack.org.my/">www.swack.org.my/</a>
TMC Metal (Malaysia) SDN BHD	Malaysia	<a href="http://www.tmc-metal.com">www.tmc-metal.com</a>

# RISING TO THE CHALLENGE



**Anthony Leimas,  
Chair of TAPA  
AMERICAS reviews  
the first half of 2020  
and the benefits**

**the Association is continuing to deliver and grow for its members...**

If the first half of 2020 has proven anything, it's that all things are subject to change without notice. While our lives and businesses may be forever changed, we're demonstrating our agility, creativity, and a spirit of innovation. We're learning from adversity and reshaping the way we do business. We are designing new and more resilient supply chains to ensure each link in the chain is fortified against disruptions.

That said, TAPA AMERICAS has tried to support our members by working with industry colleagues to develop its 'COVID-19 Toolbox.' The toolbox was designed as a hub for useful, vetted, and reliable information, resource links, and real-time mapping of the pandemic and related business and port closures. Hosted on our website, we continue to update the toolbox to provide a resource to help members and our industry at this challenging time.

TAPA AMERICAS is, and will continue to be, a member-led organization supported by professional executive leadership and support staff. We are very proud that the

Board of Directors, elected by you, our members, continues to strive to serve and deliver those benefits you tell us are important to you. Our region continues to be driven by your needs. The only benefactors of TAPA dues and decisions are its members.

**Our committees work throughout the year on your behalf:**

- Standards Committee, George Latsos, Lead
- Education Committee, Nathaniel White, Lead
- Government Relations Committee, Allen Gear, Lead
- Law Enforcement Committee: Jennifer Bennett, Lead

While we are currently unable to meet face-to-face, we are increasing our online footprint by expanding our web-based, digital resources. Many organizations talk about advancing their digitalization. In the Americas, we've been doing this for quite some time. Our website offers member services in a user-friendly member management system.

As security professionals' roles are evolving with current and future threats to the supply chain, TAPA AMERICAS is offering web-based seminars that address these topics. We are not just talking about our commitment to the growth of our members and industry. We are addressing it directly.



**During the first half of 2020, our webinars included:**

- Update on 2019 Novel Coronavirus Outbreak & Healthcare Ready's Role
- Digital Enablers for a More Resilient Supply Chain
- Illicit Commercial Flows: What They Hide and How to Control Them
- Concepts of Supply Chain Security Metrics

**Our upcoming webinars confirmed at this time:**

- TSA Certified Cargo Screening Program (CCSP) Update
- FBI Cyber Security and the Supply Chain
- CTPAT Update: A Look Back and a Look Forward
- Gray Market/Black Market
- Chuck Forsaith and Pete Mento Unfiltered: Supply Chain and Trade Issues

*'While we are currently unable to meet face-to-face, we are increasing our online footprint by expanding our web-based, digital resources. In the Americas, we've been doing this for some time.'*

**Over the last several years, we've deepened our relationships with key stakeholders in supply chain security and risk mitigation. We remain focused on expanding our visibility with like-minded partners and are grateful for our relationships with law enforcement, non-governmental organizations, and trade alliances:**

- U.S. Customs and Border Protection (CBP)
- Customs-Trade Partnership Against Terrorism (CTPAT)
- Healthcare Distribution Alliance's Pharmaceutical Cargo Security Coalition (PCSC)
- Healthcare Ready (formerly Rx Response)
- Federal Bureau of Investigation (FBI)
- Cargo Theft Task Regional Forces
- Local, State, and Regional Law Enforcement

**More than ever, reliable information is power. We continue to expand cargo theft and incident intelligence reporting for our members. In partnership with SensiGuard and the TAPA Global IIS Database, TAPA AMERICAS provides members with these current intelligence tools:**

- Weekly Incident Intelligence Bulletin & Global Intelligence Notes
- TAPA Global IIS Database & Reporting Tool
- Quarterly Cargo Theft Reports (US, Canada, Brazil, Mexico)
- Annual Cargo Theft Reports (US, Canada, Brazil, Mexico)

**To enhance member engagement through technology, we are continuing to improve our website resources allowing members to login with their username and password to access their membership profile and the many "members-only" benefits:**

- Update your contact information
- Pay dues & connect with other members
- Access archived webinars, and training
- Download TAPA's FSR & TSR Standards

- Register for meetings, events, and conferences
- Read your message history – an archive of past TAPA emails
- Access Cargo and Incident Intelligence Reports archived for PDF download (2018-2020)

In April, out of an abundance of caution and out of respect for our member companies, our Board of Directors decided to delay the rollout of the 2020 TAPA FSR & TSR Standards for the AMERICAS region. Facilities were concerned that their business contracts might be in jeopardy. The pandemic caused business disruptions, manpower reductions, travel restrictions, and health and safety advisories that hindered their ability to certify or re-certify their facilities. Therefore, we extended the 2017 Standards through September 30, 2020.

That said, we are excited about the 2020 Standards rollout on October 1, 2020. The new Standards Training calendar is being finalized now. The announcement of the dates will be sent to members in the coming weeks. TAPA Security Standards remain the best in class! Our industry relies on these Standards to protect their facilities and trucking operations. The changes in the 2020 Standards are based on the feedback we have received from members and industry leaders.

In summary, we continue to position the TAPA brand as the leading, most trusted organization for supply chain security professionals and those with responsibility for business resiliency in their companies. Our goal continues to provide you, our members, with the tools, resources, and network that will assist you in your job. We continue to read, listen, and respond to your email suggestions, phone calls, and biannual membership surveys to ensure we deliver what you want from your Association.

As Chair, I consider it my privilege to lead and steward this great organization. I remain filled with optimism and enthusiasm about what we can achieve in the balance of this year.

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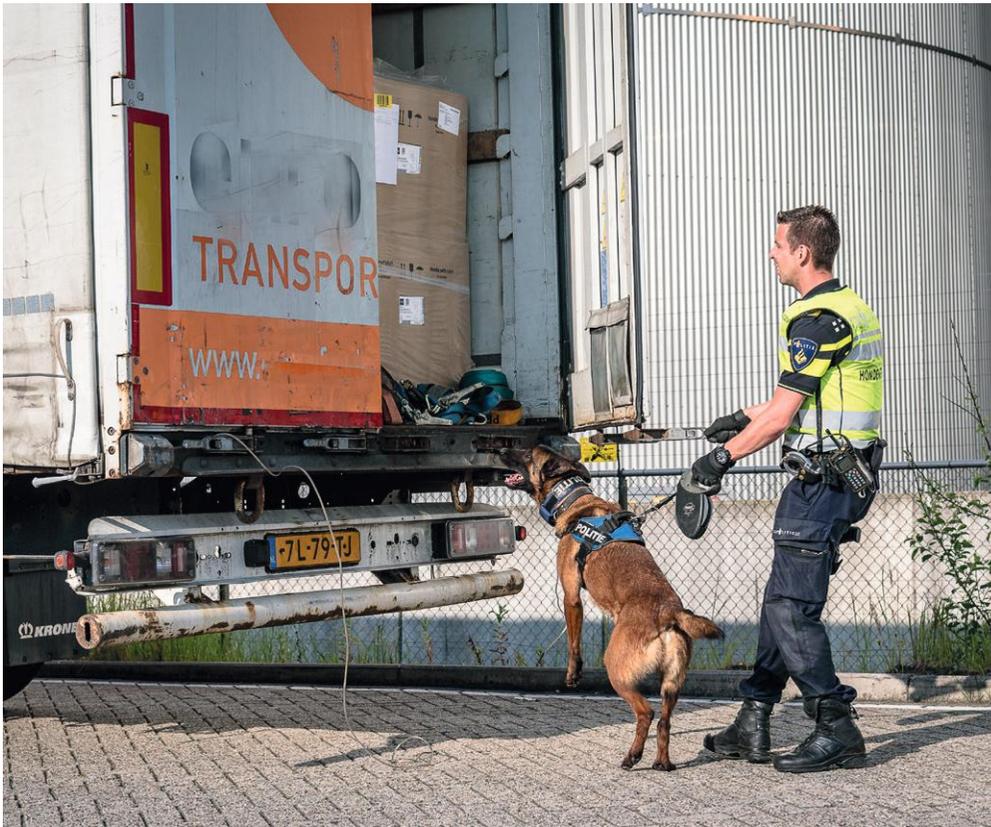
*'We continue to position the TAPA brand as the leading, most trusted organization for supply chain security professionals and those with responsibility for business resiliency in their companies.'*

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# ALL ABOARD

In May, Europol – the European Union’s law enforcement agency – warned of a ‘new wave’ of irregular migration as border control measures, introduced to reduce the spread of the coronavirus, began being eased and criminal gangs ‘went back to work’ transporting vulnerable and economic migrants across international borders...



For transport companies, particularly those operating to the United Kingdom – the prime ‘destination’ for migrants – the threat of what TAPA classifies as ‘Clandestine intrusion’ into trucks has been a very real and growing threat for many years, and resulted in countless innocent victims – both drivers and businesses - having to suffer significant penalties after being targeted by people traffickers.

**So, what can you do to protect your supply chains?**

A White Paper published this month by Imbema Transport & Logistiek, developed in conjunction with Transport & Logistiek Nederland (TLN) provides one of the most insightful guides so far on the problem, the M.O. of migrants, how to avoid becoming a victim, and what to do if you suffer an incident of clandestine intrusion ...

**Stowaways: a difficult and expensive problem**

It could very well be something that all lorry drivers fear: migrants trying to reach the UK in their trailer – otherwise known as ‘stowaways’. Who is responsible when refugees are found in your lorry? As a driver, you might simply happen to find yourself in a situation that has major consequences. In the UK, they may even consider you a suspect and fine you, which is something that drivers and, most definitely, shipping agents want to avoid. Not to mention

the damage that stowaways cause because they are spending prolonged periods cooped up among the goods, causing cargoes to become damaged or contaminated. And, even if the cargo isn’t damaged, recipients are often refusing it, while insurers will only reimburse for visible damage. So, the costs need to be covered by the shipping agent. What’s more, shipping companies are also incurring damage caused by the shipment being delayed, while the transport company and driver will receive high fines for each stowaway found on one or more of their vehicles.

It is a difficult and expensive problem to resolve. Despite all the measures taken by ferry companies and authorities, the problem of stowaways still exists. And what is going to happen when more stringent customs checks come into force at the end of this year due to Brexit? As a shipping agent, this is something we need to prepare for. In any case, it is important to observe the UK Border Force Code of Practice at all times.

**The problem**

The problem of stowaways trying to climb onboard lorries has always existed, but in the past it only used to happen occasionally. All that changed in 2015 when an enormous flood of refugees began moving towards Europe.

Consequently, there has been a major rise in cases of illegal migrants trying to stow away on lorries from various seaports as they try to reach the United Kingdom. Putting their lives at risk, they allow themselves to be locked up in trailers and containers, often helped by human traffickers. Then there are all the consequences of doing this.

**STOWAWAY INCIDENTS REPORTED IN 2019 INCLUDED:**

**19 Nov** – 25 stowaways found alive in a refrigerated container on a ferry

**6 Nov** – 12 adults and four children found in a lorry at the Port of IJmuiden, North Holland

**23 Oct** – British police find 39 dead in a lorry

**7 Aug** – The Dutch Marechaussee finds 21 stowaways in a refrigerated lorry

**16 June** – Pregnant woman and five children found hidden in a lorry among tyres

**27 May** – Sniffer dog locates 15 foreign nationals in a refrigerated vehicle

**11 May** – Police find 34 asylum seekers in a lorry in Vlaardingen, South Holland

Migrants also regularly climb underneath lorries and hang onto the axle. At Calais, such incidents have caused threatening situations and huge delays. After the migrant crossing place in Northern France was closed at the end of 2016 - the notorious ‘Calais Jungle’ - the problem shifted also to other places. Increasing numbers of migrants now try to cross to the UK via Belgian and Dutch seaports.

Due to the more stringent checks in the ports, the problem is now increasingly shifting inland in the Netherlands. Migrants are trying to climb into lorries earlier on the route to port, such as along the A16, A15 and the A12. Stowaways are increasingly being detected in Gelderland and Limburg too, and drivers aren’t always aware of the risks in these provinces. In Belgium, many parking spaces along the motorways to the ports are closed, making drivers more likely to park in unsafe parking spaces. Once again, this makes it easier for migrants to climb into a trailer.



## What methods are used by stowaways?

### *The individual 'stowaways'*

Individual 'stowaways' try to make the illegal crossing to the United Kingdom independently. They say that they plan their journey based on information obtained from friends and acquaintances. They book a cheap flight from, for example, Tirana to Amsterdam. The journey is easy because Albanians are allowed to travel through Europe for three months without a visa. Once they reach the Port of Rotterdam, their next challenge is getting into the Hoek van Holland marshalling yard. Many are caught when they climb over the fences.

Many migrants stay in old bunkers until they find a gap in the fence or another shortcut. Some even jump into the Nieuwe Waterweg ship canal in order to swim around the electric fencing. Those that access the Hoek van Holland site then cut open the tarpaulin of a lorry and climb into the cargo hold, resealing the cut from inside the vehicle. These types of stowaways are regularly apprehended, and, even though they say they planned their trips independently, there is often a people trafficking network behind these activities.

### **Organised people traffickers**

A lot of the people trafficking that goes on is believed to be organised by the Albanian mafia. The Albanian mafia are inventive, always finding new places or ways to traffic migrants

using lorries, rubber dinghies, sailing yachts or small aircraft. They operate like professional companies and leave few traces behind. For thousands of euros, you can travel to the UK in a refrigerated container or a sealed cargo hold. Migrants are collected from meeting points during the night by people traffickers and transported to parking places along motorways which are out of the view of security cameras. From these parking sites, they are put into the cargo hold of a lorry and transported to the United Kingdom. Because of the effective insulation, finding stowaways in refrigerated containers can be difficult.

### **What is being done to prevent stowaways?**

In addition to the removal of the infamous Calais camps, authorities and companies have taken further measures to prevent stowaways over the past few years. For example, Eurotunnel has made considerable investments in securing its own site.



### **Ferry companies**

Ferry companies have put in place additional security measures too, such as erecting higher security fences around the port site, introducing camera observation systems with 24-hour monitoring as well as cameras for filming the undersides of vehicles to counter so-called 'axle-hangers'. Sniffer dogs and thermal imaging cameras are also being used to detect stowaways.

### **The Royal Netherlands Marechaussee**

The Royal Netherlands Marechaussee makes random checks for stowaways at terminals using dogs, x-ray equipment and thermal imaging cameras. The use of dogs has proven especially successful in locating migrants. What's more, as well as finding stowaways, the Royal Netherlands Marechaussee has taken an equally proactive approach to tracking down the people traffickers involved in these cases, working with authorities in other European countries and Europol to identify the ringleaders. Other important measures include checks at internal borders, at airports and at the external borders of the EU.

### **What measures are still required?**

Despite such additional measures, stowaways continue to find ways to counter security checks. According to TLN, many more measures are still required. As the largest and most prominent lobby organisation in the Dutch road transport and logistics sector, it is keen to see...



## 100% checks at seaports

On all vehicles bound for the UK – but more scanners are required in order to check every lorry. In these situations, it is also important not to cause a detrimental effect on the speed of logistics processes.

## Fines

Shipping agents and drivers found to be carrying stowaways should no longer be treated like criminals and punished with high fines.

## Secure routes & parking spaces

Routes to seaports should be monitored closely and secured. More secure parking places need to be created for lorries, equipped with 'smart' cameras able to detect suspicious movements. TLN points out that due to a shortage of secure sites, drivers are often forced to use poorly lit parking facilities with poor security along motorways, enabling stowaways to easily enter lorries.

## Sharing information

Finally, TLN is asking investigation services to share intelligence on risky locations, as well as trends and other developments concerning stowaways, with the organisation, so TLN can warn their members in good time.

## What can shipping agents do to prevent stowaways?

**Migrants are becoming increasingly inventive and will do everything they can to**

**travel illegally to the UK, hidden in lorries. TLN advises shipping agents to take their own precautionary measures to safeguard themselves against stowaways and offers the following advice:**

### 1. Prevent risks and don't stop en route

It is important to take adequate precautionary measures to prevent risks. Remember that a vehicle is most vulnerable on routes from and to ports and at points in or near to ports. Always take the shortest route and try not to stop en route. If you don't stop, it will become difficult for migrants to board your lorry.

### 2. Using curtain-sider trailers is risky

Enclosed trailers are more secure than curtain-sider trailers because stowaways are frequently looking to cut open tarpaulins to board vehicles. If you still use curtain-sider trailers, use a curtain-sider system fitted with aluminium panels or develop 'smart' tarpaulins which give a signal when the tarpaulin is cut open.

### 3. TAPA TSR certification

As a shipping agent, take out a TAPA Trucking Security Requirements (TSR) certification. If you work according to the TAPA TSR Standard, the transport is safely secured.

### 4. Fit extra locks

Fit the rear doors of trucks with a Kiwa SCM approved security lock.

An approved lock provides exceedingly strong security. Thieves are more likely to leave a trailer or container alone if it has an additional lock.

### 5. Crime training

TLN offers crime training, with a module on 'how to prevent stowaways?' This training counts towards mandatory periodic training of drivers (Code-95). Drivers learn how to carry out the checks and to use the 'Vehicle Checklist' correctly.

### 6. Code of practice

Check your lorry prior to departure and after every stop, and record this in the 'Vehicle Checklist'. Before entering the British check zone, carry out a final check. This checklist proves to the UK immigration service that you have done everything you can to keep stowaways out of your lorry.

### 7. Tachograph

Print out the tachograph immediately if you have to carry on driving longer than permitted, or if you have exceeded the driving time to board the train or boat due to a delay at the terminal, or if it takes more time to find a secure parking space.

### 8. CO2 check

Make use of the CO2 check, record this and produce a supporting document to show you have allowed the check to take place.

## 9. No advertising

Do not place too many adverts on the walls of your trailer. If you put 'Ferry Transport' on your trailer, migrants will know that you are travelling to the United Kingdom and you will be increasing the risk of stowaways.

## 10. Advanced locks

With an electronic lock, you can decide for yourself when the lock is opened and by whom. It can also be used to read its history and prove that the doors of your trailer have remained closed.

## 11. Monitor your cargo

Whenever you ship high risk cargo, we recommend monitoring your shipments in real-time as this will enable you to report automatically, stating exactly what has happened to your cargo and whether it has been shipped under the agreed conditions.

## 12. Driving times and rest periods decree

Ensure that regulation 1 of the driving times and rest periods decree 561/2006 is available in the cab in different languages. This guideline explains that drivers may deviate from the maximum driving times occasionally under exceptional circumstances. This can be downloaded via this [link](#)

## Can you insure yourself against stowaways?

The damage caused by 'stowaways' is increasing all the time for the transport sector, and it's no longer simply a case of cut tarpaulins, forced doors or broken locks. Damage to cargo, damage caused by a delay to the shipment, and the loss of clients are all resulting in increased costs. A shipping agent takes out insurance against types of damage but there are also types of damage which cannot be insured and must be covered by the shipping agent at all times.



## Damage to lorries

Damage to lorries can be covered through motor vehicle insurance, although this often involves paying an excess fee. This excess applies to each incident that occurs. So, if something happens 10 times, you will have to pay 10 times the set excess cost. Some insurers have a lower excess if you meet specific security requirements. What requirements these are depends on the type of goods being transported, so always ask your insurance company for its terms and conditions.

## Damage to cargo

A carrier's liability insurance covers damage to cargo, for which the shipping agent is liable, but this insurance doesn't resolve all problems. Logistical liability insurances are based on the international CMR convention, which states when a carrier is liable for damage to cargo and the values involved. These values may be lower than the cost of the actual damage. In other words, the insurer won't cover the total cost of the damage; shipping agents will also have to contend with excess charges per incident.

When stowaways have been sitting among cargo, the recipient often refuses to take delivery of the shipment, even when there isn't any direct or visible damage, because they don't know what's happened to the items being shipped. However, insurers only reimburse visible damage, which means that the shipping agent has to cover the damage. Although a shipping agent is not actually obliged to do so, in such situations, they nevertheless feel forced to pay for the damage to remain on good terms with their customer or customers.

Damage caused by a delay to your shipment is not always included in your liability insurance,

so please take this into account when taking out insurance. Damage such as the loss of clients cannot be insured.

## Code of Practice

To help prevent stowaways on trucks, the UK Border Force Code of Practice includes a Vehicle Checklist containing requirements for drivers travelling to the United Kingdom. As a shipping agent, it is crucial to inform your drivers about the importance of applying the Code of Practice correctly because, otherwise, there are major consequences. The checklist must be completed by the driver after every stop. Filling it in afterwards is not accepted by UK Border Force. When the UK Border Force find stowaways in a lorry, both the driver and the employer can receive a maximum fine of GBP 2,000 per stowaway.

## Accreditation system

It is crucial to implement the Code of Practice requirements and security measures in your company procedures. Shipping agents that have implemented the Code of Practice in full may submit an accreditation request to the UK Border Agency. All procedures must have been documented and it must be possible to prove this, such as by including the Code of Practice in the driver's handbook and/or by discussing it during the work consultation and recording it with minutes.

However, accreditation does not mean that no more fines will be imposed. As a shipping agent, you should not receive a fine, but the driver isn't covered by the accreditation system. This means that fines can be imposed on the driver. TLN stresses that accreditation must always go hand-in-hand with compliance with the Code of Practice. Accreditation does not serve as a replacement to the Code of Practice.

**INSPECTION TIPS**

Physical checks to the TIR cable, seal and padlocks are very important. Watch out for TIR cables that have been cut through then repaired again with glue or clasps. Check the cable for any signs of this. Also check that seals and padlocks haven't been cut through or broken and repaired. If a padlock is difficult to open or close, this could indicate that it has been tampered with. Seals are also regularly 'expertly' repaired!

**How do you simplify the Code of Practice?**

Completing and keeping up-to-date Vehicle Checklists by hand requires a lot of time and discipline on the part of the driver. Current technological developments are making it easier and safer to check the vehicle and the security measures.

**Tips when discovering stowaways**

TLN stresses that if a driver suspects or discovers stowaways, they should not get out of their vehicle, but rather call the police emergency number straight away. After that, they should also call their company's planner or security manager.

**Useful contacts**

**Police, fire service, ambulance in the event of an emergency.** Assistance can be sought in urgent situations in virtually all of Europe on

**112**

**Calais and Northern France in an emergency.** Call the police emergency number by mobile phone on

**117**

**Non-emergency.** Call the Dutch police on

**0900 8844** or from abroad

**(0031) 343 57 8844**

**Report Crime Anonymously.** Report crimes anonymously on

**0800 7000**

**Is Brexit causing the number of stowaways to increase?**

With Brexit, TLN is afraid of a potential extra stream of stowaways targeting ports and vehicles. Up to and including 31 December 2020, there will be no other customs procedures than there are now. Over the

course of 2020, the new rules will become clearer, and we can be sure that things will change. New customs procedures will be introduced, and these procedures will cause major delays in the ports. This is expected to cause long queues outside of the gates of the ferry terminals, making it easier for stowaways to board lorries. Companies that do business with the United Kingdom need to prepare for this.

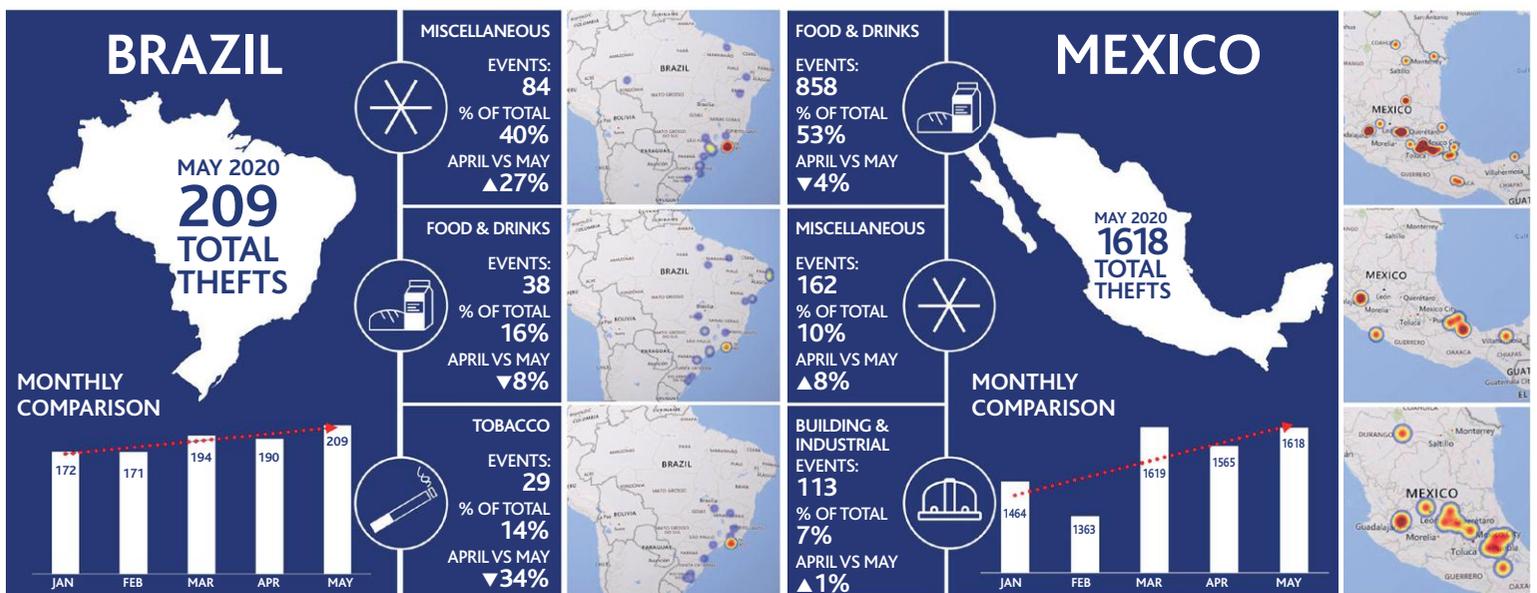
A sobering fact to focus your attention; 10,000 lorries arrive in Dover every day. If it takes 70 seconds to inspect each lorry, the waiting time will be around six days. Not every truck will be inspected but stowaways and people traffickers will see any disruption as a weak link to exploit.

To download the full white paper, [click here](#).



**TAPA AMERICAS MARKET INTELLIGENCE**

**BRAZIL & MEXICO CARGO CRIME DATA – MAY 2020**



**NaVCIS**NATIONAL VEHICLE CRIME  
INTELLIGENCE SERVICE

# A GREATER UNDERSTANDING

**The United Kingdom is seen to be one of the world's biggest 'hotspots' for cargo thefts but while incident rates are undeniably high, the statistics are mostly reflective of the close collaboration between the country's law enforcement agencies and industry, as well as the high level of incident and intelligence reporting being collated to help track down offenders and prevent future crimes from occurring.**

To many in the world of freight crime intelligence gathering, the UK provides a benchmark for other countries to follow. In simple terms, its crime rate is arguably no higher than for other major nations around the world, it is just better at recording those crimes and more willing to share intelligence with partners equally determined to protect their supply chains and their staff in the frontlines of those operations.

For many years, the catalyst of all that is best about UK cargo theft intelligence and prevention has been NaVCIS, the National Vehicle Crime Intelligence Service based at the College of Policing near Coventry. In June, to give its members access to the best possible level of cargo crime incident data for the UK, TAPA EMEA signed a Memorandum of Understanding with NaVCIS for the sharing of information on Freight Crime in the UK, which will be available via the Association's Incident Information Service (IIS) database. *Vigilant* spoke to DCI Brett Mallon, Head of Unit at NaVCIS to find out more...

## **Tell us more about NaVCIS?**

The core team at NaVCIS looks at vehicle finance theft and fraud, and the theft of plant and agricultural machinery, and leisure vehicles. NaVCIS Freight is a National Police Unit and was formed upon the opening of NaVCIS. Until 2012, we ran the Truckpol initiative to tackle HGV-related crime in the UK until it was forced to close due to a lack of funding. In 2016, NaVCIS Freight was resurrected following an approach from insurers Beazley Group to continue its work in relation to UK HGV freight crime. NaVCIS Freight's current terms of reference are LGV/HGV-related freight crime involving vehicles over 7.5 tonnes.

NaVCIS Freight engages with Police and LEA, Cargo Insurers, Cargo Surveyors, Loss Adjustors, Hauliers, Logistics Companies, Motorway Service Areas (MSAs), Truckstops and Trade Associations, such as the Road Haulage Association (RHA), the British International Freight Association (BIFA), and TAPA to prevent and detect crime.

## **Give us an insight into how NaVCIS engages with the transport and logistics sector?**

NaVCIS offers the transport and logistics industry both proactive and reactive advice and solutions in relation to HGV freight crime. This includes our bi-weekly Freight Bulletin for liaison with industry, which includes details of any arrests/prosecutions, national HGV and cargo crime trends as well as hotspot locations for HGV crime. NaVCIS also produces monthly and quarterly Cargo Crime Analysis Reports which go to Industry and the Police.

We are also currently undertaking a cargo crime prevention and liaison programme

with Motorway Service Areas to prevent, detect, disrupt, deter, and dismantle offences of cargo crime.

For more information on how to receive the NaVCIS Freight publications, please contact [freight@navcis.pnn.police.uk](mailto:freight@navcis.pnn.police.uk)

## **How can industry better support NaVCIS?**

We are very grateful for the support we already receive from our Freight stakeholders, notably Beazley Group, TT Club Insurance, RHA, BIFA, and TAPA. Operationally, the work that NaVCIS Freight is undertaking to combat freight crime is entirely dependent on the



*'It's important to emphasise that these figures do not necessarily reflect an increase in offences but moreover an improving level of reporting which is helping us to more effectively map the threat of cargo crime in the UK. The loss values recorded are in cost price rather than retail values, which studies indicate would likely be four times higher.'*



financial support of Industry. NaVCIS does not receive any Home Office funding and without industry-led funding, the work we do would cease to exist. We also need industry to provide details of any incidents or intelligence to NaVCIS to enhance the national intelligence picture.

### Can you share some statistics with us on the level of UK cargo crimes?

NaVCIS manages a UK National HGV, Freight & Cargo Crime Database which details incidents coming from several sources including Police & industry. This piece of work is unique in that NaVCIS are the only Police Unit in the UK with access

to this information. The theft of cargo in the UK has been going on since the 1950s and 1960s, however no one has accurately mapped the threat to the UK economy from HGV, Freight & Cargo Crime. NaVCIS has invested heavily in being able to provide an overview of UK-related cargo crime:

- In 2017, NaVCIS received 1,443 notifications of HGV, Freight and Cargo crimes with a combined cost price loss value of £63.9 million
- In 2018, we received 2,969 notifications with a loss value of £90.7 million
- In 2019, this rose again to 4,364 and £116.3 million respectively
- So far, in 2020, NaVCIS has recorded 2,239 notifications of crimes with a loss value of £50.5 million.

It's important to emphasise that these figures do not necessarily reflect an increase in offences but moreover an improving level of reporting which is helping us to more effectively map the threat of cargo crime in the UK. It will take several years of consistent figures before analysis will identify baseline figures. Also, the loss values recorded by NaVCIS are in cost price rather than retail values, which studies indicate would likely be four times higher.

### What do operational successes look like?

NaVCIS' work with its key stakeholders, including cargo Insurance investigators, have led to a number of notable successes during the last few years. Three examples are:

- In 2017, insurance investigators working on behalf of Beazley Group identified an Organised Crime Group

(OCG) based in Essex. The information was passed to NaVCIS and through liaison with Police colleagues at Essex Police, 18 people were arrested by Essex Police for HGV and cargo-related crimes across the South East of the UK

- In summer 2019, NaVCIS received notification of a theft from an HGV in Cambridgeshire of £185,000 of fashion shoes from a curtain-sided lorry. Through NaVCIS' joint working with insurance investigators, a seller of the stolen shoes was identified, and NaVCIS Freight officers and Insurance investigators attended a Car Boot Sale in North Yorkshire where the stolen shoes were being sold. A man was arrested and £20,000 of shoes were recovered
- In February 2020, NaVCIS was contacted by West Yorkshire Police in relation to a recovery of 700 cartons of fashion goods. Using the NaVCIS data, intelligence and key contacts in the logistics industry, we identified that the 700 cartons of goods valued at £185,000 had been stolen from an HGV at Leicester Forest East Motorway Service Area in December 2019. 90% of the stolen cargo was subsequently returned to the national retailer involved in this case

### What does NaVCIS see as the main causes of cargo theft in the UK?

The lack of secure truck parking in the UK is a major contributing factor in relation to cargo thefts.

It must be stated that there is a big difference between Secure and Safe Parking for HGVs. Truck parks such as Formula Services at Ellesmere Port, Cheshire, are a great example of Secure



HGV Parking. It has attained TAPA Parking Security Requirements (PSR) accreditation status and incidents of HGV, freight and cargo crime are very rare, if not non-existent. However, NaVCIS would like to see 10 or 15 of these secure parking facilities with adequate HGV parking spaces strategically located across the UK.

Another contributing factor is that criminals see cargo theft as low risk and high reward. NaVCIS is working to increase the attention Police forces devote to cargo theft and for improved awareness of courts when sentencing. Additionally, together with our colleagues at the National Business Crime Centre (NBCC) in the MET, we are seeking a separate Home Office crime classification code to separate cargo theft from other volume vehicle crime.

### **UK Motorway service areas have been a hotspot for cargo crime for the last 2-3 years at least – is this still the case?**

During 2019, NaVCIS received 4,364 notifications of crimes – from these notifications, 1,027 offences (23.5 %) occurred at UK Motorway Service Areas (MSAs).

We are working closely with the MSA operators and are in daily and weekly contact with them. They are taking the problem seriously, but more work can be done. Nonetheless, there are some great examples of MSAs working to reduce incident rates, including:

- Roadchef have paid for security guards, CCTV, and ANPR cameras at MSAs such as Watford Gap and Northampton Services, which had previously seen incidents of HGV related crime
- Moto have invested in Security Guards at Thurrock Services
- Welcome Break have invested in extra Security around the new lorry parking facilities at Rothwell Truckstop and Corley M6 Northbound

NaVCIS is also offering local Police Forces and MSAs assistance in implementing Cargo Crime Prevention events and HGV Driver engagement days/evenings. Many of the MSAs have taken up the offer and examples of these events have been held at Roadchef Maidstone M20, Moto Toddington M1, Welcome Break Newport Pagnell M1, and Welcome Break Hartshead Moor M62. General cargo crime prevention is given to drivers in various

European languages and Police Forces have also utilised foreign language speaking officers at some of the events to liaise with drivers.

Prior to the COVID lockdown, NaVCIS held discussions with the MSA providers in relation to a Crimestoppers National Cargo Crime Prevention campaign and these are ongoing.

### **Is NaVCIS seeing any new types of criminal M.O?**

Thefts from HGVs were previously seen as opportunistic, but now NaVCIS is aware of highly organised teams of thieves which are committing cargo crimes. These Organised Crime Groups (OCGs) are aware of Police tactics, they have criminal networks to store large volumes of cargo, and to sell on items of stolen cargo. NaVCIS received notification of a theft of cosmetics from an HGV last year, for example, with a cost price loss value of £3.7 million. The OCGs have a network of sellers involved in the sale of such stolen cargo. Emerging M.O. that we've seen in the last two years include the emergence of "HGV Jump Up thefts" whereby those responsible will wait until an HGV/lorry is held in traffic or at a junction and they will cut the locks to the semi-trailer door and "Jump Up" and inside the trailer to steal cargo. NaVCIS has also received several notifications of 'moving freight theft' offences which involve those responsible entering a moving semi-trailer from a moving vehicle.

### **How does NaVCIS work with LEAs outside of the UK?**

NaVCIS Freight is in contact with Law Enforcement Agencies across Europe as

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*'Thefts from HGVs were previously seen as opportunistic, but now NaVCIS is aware of highly organised teams of thieves which are committing cargo crimes. These Organised Crime Groups (OCGs) are aware of Police tactics, they have criminal networks to store large volumes of cargo, and to sell on items of stolen cargo.'*

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NaVCIS has links with Europol and the NCA (National Crime Agency). NaVCIS periodically speaks with our Police colleagues across Europe, examples being in Germany, France and Romania. The largest LEA looking at HGV, freight and cargo crime across Europe are Police colleagues in Germany, who are looking at offences across Europe as part of Projekt Cargo. This is probably the only team similar to NaVCIS, but it is funded through the EU.

The NaVCIS Freight Bulletins and Cargo Crime Analysis reports are also circulated through European cargo surveyors and hauliers, so we routinely receive enquiries and calls for assistance from other countries.

### Incident rates seem to have dropped during the COVID-19 lockdown – does NaVCIS agree, and how do you see this changing now?

Initially, during the first part of the UK lockdown, we saw a reduction in cargo crime. We estimate that there was around a 40% drop in HGV-related crime during the last week of March, for example, which coincided with the non-essential travel guidance and also fewer lorries on the road. However, since the gradual easing of the lockdown restrictions, thefts of cargo have increased to pre-lockdown levels. Throughout the lockdown, NaVCIS assisted with the reporting of any thefts from HGVs of essential goods, such as Personal Protective Equipment (PPE) and Food, to the national Police Food and Retail Liaison Team, set up to protect the vital distribution network during the crisis.



## What is NaVCIS hoping to achieve from its MoU with TAPA EMEA?

TAPA is an association that is well recognised and respected, with a wide audience and long experience in helping industry. At NaVCIS, we are excited to share our unique insight and detailed data on the UK picture with TAPA's membership and to make good use of the Association's IIS mapping tool. High volumes of cargo obviously come into the UK from mainland Europe, in particular, and we believe the TAPA partnership will greatly aid our reach into these hauliers, helping them to avoid becoming victims of cargo crime and helping to make life harder for criminals.

## How can TAPA EMEA and its members better support NaVCIS?

NaVCIS manage a UK National Cargo Crime Database – with 4,364 UK notifications last year. The database is used to assist both Police and industry to combat cargo thefts. TAPA members' first point of call if they are a victim of cargo crime must be to report the matter to the local Police Force. This is a necessity for UK Crime Reporting statistics and also for investigatory purposes, but NaVCIS would also urge TAPA members to notify NaVCIS too at [freight@navcis.pnn.police.uk](mailto:freight@navcis.pnn.police.uk) of any thefts/losses. There may be ways that NaVCIS can assist the investigation.

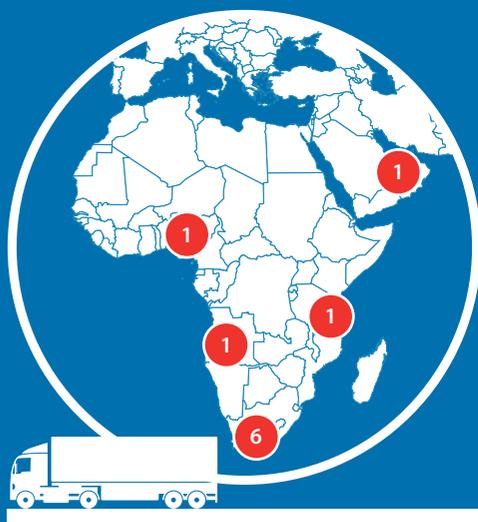
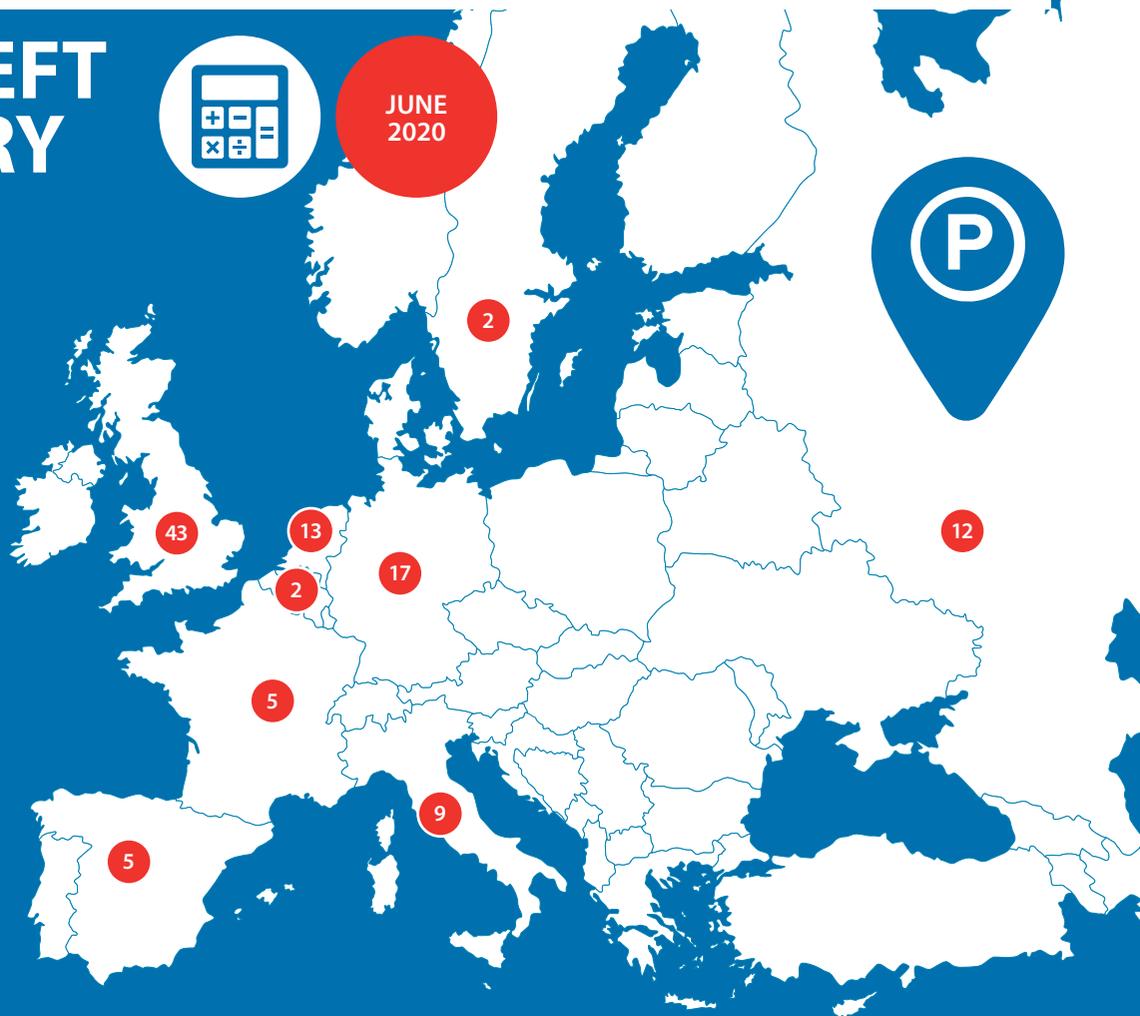
EUROPE, MIDDLE EAST &amp; AFRICA REGION

# CARGO CRIME MONITOR

## CARGO THEFT BY COUNTRY

JUNE 2020

▶ Belgium	2 (1.7%)
▶ France	5 (4.2%)
▶ Germany	17 (14.5%)
▶ Italy	9 (7.6%)
▶ Mozambique	1 (0.8%)
▶ Namibia	1 (0.8%)
▶ Netherlands	13 (11.1%)
▶ Nigeria	1 (0.8%)
▶ Russia	12 (10.2%)
▶ South Africa	6 (5.1%)
▶ Spain	5 (4.2%)
▶ Sweden	2 (1.7%)
▶ United Arab Emirates	1 (0.8%)
▶ United Kingdom	43 (36.5%)



## €420,142

Average loss for the 9 major cargo crimes reported to TAPA's Incident Information Service (IIS) in June 2020



## €4,383,994

Total loss for the 35 or 29.6% of crimes stating a value

## 16

Number of TAPA IIS product categories recording losses in June 2020

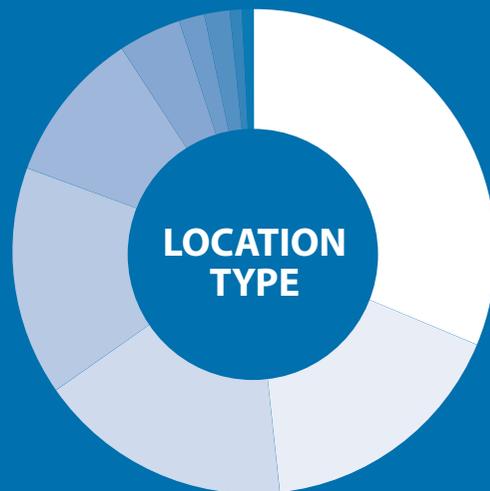


# 118

Number of new cargo crimes recorded by TAPA's IIS in June 2020



Theft from Vehicle	47 (39.8%)
Theft from Facility	18 (15.3%)
Fraud	14 (11.9%)
Theft of Vehicle	14 (11.9%)
Theft	9 (7.6%)
Theft of Trailer	4 (3.4%)
Robbery	4 (3.4%)
Truck Theft	2 (1.7%)
Theft of Container	2 (1.7%)
Hijacking	2 (1.7%)
Theft from Trailer	1 (0.8%)
Theft from Train	1 (0.8%)



Unclassified Parking Location	37 (31.3%)
Unknown	20 (17.0%)
Destination Facility	20 (17.0%)
Services 3rd Party Facility	18 (15.3%)
En Route	12 (10.2%)
Maritime Transportation Facility	5 (4.2%)
Railway Operation Facility	2 (1.7%)
Origin Facility	2 (1.7%)
Road Transportation Facility	1 (0.8%)
Authorised 3rd Party Facility	1 (0.8%)

**2** Crimes in EMEA recorded a loss value of between €50,000 & €100,000 totalling a combined €131,742

# €2,000,000

**Biggest single loss -**

Forced stop and hijacking of a truck carrying a shipment of Tobacco products in Nantes, France, on 7 June.

Number of countries in EMEA reporting incidents

# 14

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

# €125,256

## AVERAGE LOSS VALUE IN JUNE 2020

# 31.3%

Or 37 of the recorded incidents took place in Unclassified Parking Locations



**MODUS OPERANDI USED IN LATEST CARGO THEFTS:**

Intrusion	71 (60.2%)
Destination Other	12 (10.2%)
Unknown	10 (8.5%)
Violent & Threat with Violence	10 (8.5%)
Theft from Moving Vehicle	5 (4.2%)
Forced Stop	5 (4.2%)
Internal	3 (2.5%)
Deceptive Pick Up	2 (1.7%)

# TAPA RECORDS 118 CARGO THEFTS IN JUNE AND LOSSES ABOVE €4.3M AS THIEVES TARGET A DIVERSE RANGE OF PRODUCTS IN 14 COUNTRIES

TAPA recorded 118 cargo theft incidents in the Europe, Middle East & Africa (EMEA) region in June with a total loss value of €4,383,994 for the 29.6% of crimes sharing financial data.

Late reporting of incidents due to the COVID-19 lockdown period means this figure for June is expected to rise in the coming weeks as more intelligence is added to the Association's Incident Information Service (IIS) database for the region.

Nine major cargo crimes with loss values of €100,000 or more were notified to TAPA EMEA last month, accounting for a combined value of €3,781,281 or an average loss for these incidents of €420,142. Vigilant has been asked not to share information on three of these crimes but the other six involved losses of:

**€2,000,000**

On 7 June, the driver of a truck carrying a shipment of tobacco and cigarettes was forced to stop shortly after leaving a warehouse in Nantes, France, by a gang of around six offenders driving two cars, which had been used to block the road. After overpowering the driver, the hijacked truck was driven to a rural area in Chevroliere. Police later found a burnt-out car in the town of Bignon, which is thought to have been used in the attack.



**€300,000**

In Noventa Vicentina in northern Italy on 11 June, offenders used a stolen van to ram the gates of a Destination Facility to steal 400-500 items of designer clothing before making their escape in a second vehicle.



**€280,746**

A trailer containing a large quantity of parcels was stolen during the early hours of the morning of 2 June in Leeds, West Yorkshire, UK. Police were alerted and recovered the trailer within minutes of the theft occurring. No further information on the cargo or suspects is currently available.

**€235,037**

In Mamelodi East in South Africa's Gauteng province on 6 June, 14 heavily-armed offenders stole a truck loaded with electronic equipment. Following a tip-off, police officers later arrested a 59-year-old man who was found to be driving the truck without the required work permit, but four other vehicles being used to escort the stolen vehicle have yet to be traced.



**€220,000**

On 15 June, two employees working at a Services 3rd Party Facility in Lauwin-Planque in northern France were arrested on suspicion of engaging in the thefts and re-sale of various products from the facility over a four-year period.

**€200,000**

Four armed offenders travelling in a car forced a truck to stop while it was en route in Orta di Atella in Italy's Campania region on 9 June. The vehicle was carrying a shipment of frozen fish. Police investigating the crime traced the tractor unit in the town of Bruscianno, while the refrigerated trailer transporting the cargo was found 14km away in a public parking area in Volla with the cargo still intact.



In the €50,000-€100,000 loss category, two incidents have so far been reported to TAPA's IIS in EMEA in June:

- **€76,997** - The theft of 290 truck tyres from a trailer parked at a company premises in Markman, South Africa, on 15 June. Police later tracked down the offenders and also recovered 73 of the stolen tyres
- **€54,745** - On 11 June in Ilford, London, UK, thieves stole saffron from a warehouse facility. The incident was caught on CCTV but no other information was included in the incident report shared with TAPA's IIS team



**Overall in June, TAPA recorded cargo thefts in 14 countries in EMEA, including four with double digit losses:**

- United Kingdom – 43 or 36.5% of the June total
- Germany – 17 or 14.5%
- Netherlands – 13 or 11.1%
- Russia – 12 or 10.2%

**Other losses during the month included:**

- 800kg of frozen octopus from a vehicle in an unclassified parking location in O. Pindo in Spain
- A shipment of toilet tissue from an Origin Facility in Abu Dhabi
- Machine tools stolen from a truck in Rheine, Germany
- Jewellery taken in an armed raid on a Destination Facility in Marseille, France



- Two tonnes of household goods from a Services 3rd Party Facility in St. Petersburg, Russia
- Televisions stolen from a Maritime Transportation Facility in Trelleborg, Sweden
- Stainless steel from a Destination Facility in Sheffield, UK
- Toys from a Railway Operation Facility in Vignate, Italy
- Wheelchairs, folding beds and patient lifts from a warehouse facility in Reutlingen, Germany
- A shipment of anti-bacterial wipes from a vehicle in Ipswich, UK
- Woodwind instruments from a Destination facility in Wellington, UK
- Training shoes stolen from a truck in Wakefield, UK
- Bicycles stolen from a Destination Facility in Edinburgh, UK
- The loss of a shipment of phones in a truck hijacking in Pretoria, South Africa, in which two security guards were shot
- 300 televisions stolen from a truck in Venlo in the Netherlands
- Sporting goods taken from a Destination Facility in Blankenfelde-Mahlow, Germany
- 10 pallets of electric scooters from a truck in an unclassified parking location on the M3 in Hampshire, UK
- Gas cylinders stolen from a vehicle while en route in Browns Farm, South Africa
- Parmesan cheese targeted after thieves rammed the entrance of a facility in Castelvetro di Modena, Italy
- Alcohol stolen from a truck parked at a motorway services on the M4 motorway in the UK
- Power tools taken from a vehicle parked on the A45 in Wootton, UK
- 6 pallets of coffee from a truck left in an unclassified parking location in Stafford, UK



- 914 crates of vegetables stolen from a Destination Facility in Hagenburg, Germany
- Cigarettes stolen from a Services 3rd Party Facility in Ludres, France, after three offenders in two cars forced a security guard to open the gate at gunpoint. Police have made one arrest in this case
- On the A67 in Knegsel in the Netherlands, TAPA was also notified of curtain-cutting attacks on 20 vehicles and the theft of expensive metals. Police were alerted to the incident and traced two men, who jumped from a moving vehicle near Geldrop to try to avoid arrest. One of the suspects was detained.



**Of the 16 TAPA IIS product categories recording losses in June, only two recorded double-digit incident rates:**

- Food & Drink – 20 incidents, 17% of the monthly total
- Tobacco – 16 or 13.6%

Theft from Vehicle was the most recorded type of incident in June with 47 crimes, 39.8% of the overall total, while TAPA received reports of 37 cargo thefts involving trucks in unclassified parking locations.

PRODUCT CATEGORY	No	%
Miscellaneous	24	20.4%
Food & Drink	20	17.0%
Unspecified	19	16.2%
Tobacco	16	13.6%
Metal	9	7.6%
Furniture/Household Appliances	7	5.9%
Clothing & Footwear	4	3.4%
Tools/Building Materials	3	2.5%
Tyres	2	1.7%
Phones	2	1.7%
No Load (Theft of truck and/or trailer)	2	1.7%
Cosmetics & Hygiene	2	1.7%
Computers/Laptops	2	1.7%
Bicycles	2	1.7%
Jewellery/Precious Metals	1	0.8%
Pharmaceuticals	1	0.8%
Sports Equipment	1	0.8%
Toys/Games	1	0.8%

# ENHANCED TRUCK SECURITY NEEDED IN INDIA AS HIJACKINGS AND CARGO THEFTS INCREASE

## TAPA APAC is urging transport companies in India to increase truck security after a rise in reports of hijackings and cargo thefts.



Lina Li, Chair of TAPA APAC, said, "Criminal gangs are constantly looking out for supply chain vulnerabilities and are prepared to threaten or seriously injure drivers while carrying out crimes.

This is not only an issue for logistics service providers, it impacts the entire supply chain industry. Companies need to enhance their trucking security and resilience to deter such incidents and losses, which is why TAPA developed our Trucking Security Requirements (TSR) with procedures designed to prevent such attacks. With the release of our latest revision of the TSR Standard at the start of July, we have addressed the emerging risks in APAC to enhance trucking security and supply chain resilience, so we hope more companies will see this as an opportunity to upscale their security programs."

Two of the latest incidents reported to TAPA APAC were recorded in Mangaldai and in the Anand district.

In Mangaldai on 9 June, a youth suspected of being involved in multiple hijackings of trucks and vans carrying alcohol and metal products was killed during an altercation with police officers. Two of his accomplices managed to escape arrest. Police recovered a pistol and a motorbike with no number plate during a search of the youth's possessions. The trio are believed to be members of a larger, notorious gang of criminals targeting delivery trucks and vans along the National Highway (NH-15), particularly between Mangaldai and Sipajhar.

In a separate incident, law enforcement officers arrested five members of a gang responsible for looting trucks and stealing diesel from them in the Anand district over a five-month period. "Safe parking is another critical factor when planning transport routes to ensure drivers are able to reach safe stopover locations or the delivery destination within an allotted time slot," Lina Li added.

The recently-published *BSI 2020 Q1 Cargo Theft Report* highlighted that many countries in Asia are facing a high threat level for attacks on

trucks and in-transit cargo. Factors impacting driver and cargo security include poor access control protocols, unsecured parking locations, a lack of GPS tracking and insufficient safety training. On several occasions in India, TAPA has been notified that people whose employment had been terminated were able to retain access keys to their former employers' premises, which were later used to conduct thefts.

While Law Enforcement Agencies (LEA) in India are working hard to stop truck hijackings and to track down the perpetrators of such crimes, often they do not receive sufficient information to complete their investigations. To support police operations, TAPA is asking the supply chain community to report all cargo theft incidents, including truck hijackings, thefts from facilities, thefts from vehicles and trailers to the TAPA Incident Information System (IIS). While the identities of victim companies always remain anonymous, the crime intelligence provided will help law enforcement agencies and TAPA members to reduce the risk of cargo thefts.

# 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...



## OUTSTANDING SUPPORT

I want to say a special 'thank you' to the team at SNAP Account for their support of TAPA'S Parking Security Requirements (PSR) Standard to create more secure truck parking places in the EMEA region.

As you will have read, SNAP has already encouraged 19 of the parking sites it works with to participate in our PSR programme, adding more than 1,200 parking spaces to our database in the UK, France, Germany, the Netherlands and Slovakia, and another six sites are expected to be added in the very near future.

This is what we can achieve together when we use our expertise, contacts, partners and suppliers to support our joint commitment to fighting cargo crime and ensure the safety of drivers.



## I LIKE IT!

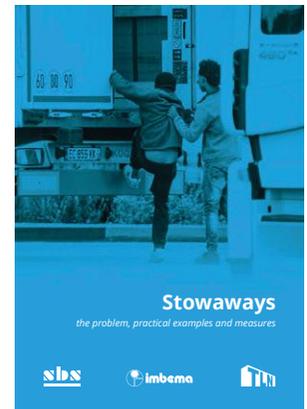
Thank you to everyone who liked or shared my recent LinkedIn update on our new EMEA Advisory Board. The post achieved over 6,000 views and this level of support will ensure more and more people get to learn about our great Association. Let's keep doing it!



## SOUND ADVICE ON STOWAWAYS

The excellent white paper on stowaways reported in this issue from our good friends at Imbema and TLN (Transport Logistiek Nederland) is likely to prove very timely for transport operators across Europe. Europol has already signalled a new wave of irregular migration in Europe, and Brexit - which has almost been forgotten during the COVID pandemic - is expected to fuel this in one way or another. It may be in the determination of migrants to reach the UK or it may be a consequence of trucks being delayed at borders as they navigate new customs procedures, thus providing more opportunities to be targeted by stowaways and people traffickers.

The white paper offers some extremely useful advice as well as a worrying reminder of the disruption that could be caused to supply chains. As it says, even if it takes just 70 seconds to inspect a truck at the border, with 10,000 lorries arriving in only the UK port of Dover every day, this could potentially mean a waiting time of around six days. Obviously, it will not be possible to check every truck, and this is not the plan in any case, but as we know, trucks at rest are trucks at risk.



## A KEY PARTNER

NaVCIS is doing some outstanding work in the UK to tackle cargo thefts from HGVs. It is reducing crime by providing regular incident intelligence, supporting the arrests of offenders, and helping to recover stolen goods for the victims of supply chain attacks. I was, therefore, delighted to sign the new MOU between TAPA EMEA and NaVCIS, which promises our members the best possible insight into the cargo crime picture across the UK. More will come...



## ENJOY YOUR SUMMER

If you have just started or are looking forward to a well-earned summer break with your families, I wish you all a relaxing and uninterrupted vacation. In 2020, more than ever, everyone deserves a break. Stay safe and enjoy!



# OUR RESILIENT PARTNERSHIP

**Lina Li, Chair of TAPA Asia Pacific (APAC) discusses how the Association is working to help its members emerge into the post-COVID world in the best possible shape**

In these extremely challenging times, I would like to share our heartfelt support and solidarity with our members, followers and their families. To this end, I want to update you on the work TAPA APAC's Board of Directors and Secretariat have been doing to help our members through the global pandemic and to help build long-term supply chain resilience.

As soon as the coronavirus outbreak began, TAPA APAC was one of the first movers to optimise the use of digital platforms to manage and maintain value to our member community.

COVID-19 began to impact our region in December 2019 and the virus very quickly evolved into a global pandemic, with entire nations going into total or partial lockdowns, travel restrictions and unprecedented business disruption and closures. As every TAPA member knows, end-to-end supply chains have born some of the greatest business impact of COVID-19.

Across the APAC region, we are now seeing the easing of restrictions and the formation of new travel 'bubbles' between countries believed to have controlled the spread of the virus. Most companies have now resumed



operations through the implementation of new health and safety measures, and risk management procedures. Meanwhile, TAPA's role in helping to combat the effect of this pandemic is to continue to support our members and the industry in building resilience against a possible second wave of COVID.

## Bridging the Business Continuity gap

In January, when supply chains were first affected by the lockdown of China's manufacturing base in Wuhan, we conducted a survey with ICR360 to assess the impact on supply chains and to identify our members' situation and needs. Results revealed a shocking gap, with more than 60% of participants stating they did not have a Business Continuity & Recovery Plan (BCRP) in place and were facing operational difficulties due to both supplier and transportation restrictions.

In response to this feedback, TAPA approached partner member Singapore Institute of Material Management (SIMM) to organize certified BCRP trainings in both English and Mandarin for all members, focusing on the

key components of a business continuity plan and actionable implementation steps. In March and April, we conducted four BCRP trainings for close to 100 participants from 59 organizations. All trainings were conducted online to facilitate social-distancing policies and companies' work-from-home arrangements.



*'TAPA is helping many member corporations to recover from the crisis, train supply chain managers and improve security standards. We are working to ensure that our members' supply chains remain agile and resilient for the current and future environments.'*

### Providing latest industry updates

With so much media information about COVID-19 for members to verify and digest, we quickly launched a 'Coronavirus Daily Bulletin' service to deliver updates on the latest COVID news, government policies, operational service updates and reviews. Each bulletin provides a variety of news articles, giving a reliable and holistic view of the current COVID situation.

### Sharing expertise and knowledge

We also recognised the added importance of knowledge sharing during these unsettling times to support our broad membership consisting of global corporations, small and medium enterprises, Independent Audit Bodies (IABs) and Law Enforcement Agencies (LEAs). To enhance this, TAPA APAC has hosted a series of webinars and podcasts to address the operational and risk concerns arising from the pandemic, including the impact of COVID and topics ranging from the rise of eCommerce, cybercrime, remote workforces, and the 'new normal'. Our productions to date have looked at:

#### Webinars

- The Impact of the coronavirus on manufacturing
- Securing your remote workforce and supply chain operations during COVID-19
- Preparing for post COVID-19: How are supply chains coping & what are the 'New Norms'?
- Preventing cargo crime: data intelligence
- Digital transformation of supply chains: post-COVID security and resilience
- Securing post-COVID road freight across APAC & EMEA – risk assessment & data intelligence

#### Podcasts

- #1: How can supply chain resilience help to reduce the growing threat of counterfeit drugs?

- #2: How Covid-19 has impacted eCommerce and the new challenges supply chains face
- #3: 103 deaths! Modern slavery & global supply chains – a complex system of bribery & corruption

Replays of these broadcasts are available on the TAPA website and more online events are in the pipeline as an ongoing effort for members to join in.

### Post-COVID calls for supply chain resilience to meet future challenges

COVID is a stern reminder for us to be prepared for future challenges. Soon, we are just as likely to experience increasing pressures

from geopolitical challenges, threats to cybersecurity, and product contamination and defects. There is an increasing need for greater supply chain visibility and resilience to identify vulnerabilities and to manage the associated risks. TAPA advocates having standardised security procedures and contingency plans in place.

For over 23 years, TAPA's strengths in supply chain resilience have enabled us to support our members through many global crises, and today this is no different. TAPA is helping many member corporations to recover from the crisis, train supply chain managers and improve security standards. We are working to ensure that our members' supply chains remain agile and resilient for the current and future environments.

I want to recognise our members for their dedication and support during this crisis and their willingness to share timely updates with TAPA. As the world battles on to defeat the pandemic, TAPA will continue to be a strong partner and an Association you can rely on.



## How TAPA members can help us deliver more member benefits...

Share your  
incident data  
with TAPA'S  
IIS team

Encourage your  
transport providers  
to adopt TAPA's TSR  
Standard

Tell TAPA about  
truck parking sites  
that should join its  
PSR secure parking  
programme

Grow your number  
of TAPA FSR  
certified sites

Introduce TAPA  
to your local  
law enforcement  
contacts

Add a requirement  
for TAPA Security  
Standards to your  
logistics contracts

Send links to any  
cargo crime news  
stories you see to  
[iis@tapaemea.org](mailto:iis@tapaemea.org)

PUT FORWARD IDEAS  
FOR CONFERENCE  
TOPICS OR VIGILANT  
ARTICLES

Encourage your  
partners and  
suppliers to join  
TAPA

2020 is another exciting year of growth and development for TAPA as our teams in the Americas, Asia Pacific and Europe, Middle East and Africa deliver more benefits to help improve the resilience of our members' supply chains.

### You too can make a difference.

Please take a moment to think about what you can do to support our work and to progress our role as the world's leading Security Expert Network for everyone in the supply chain.

**TAPA - AT THE HEART OF THE  
WORLD'S MOST RESILIENT  
SUPPLY CHAINS**

**TAPA**  
Transported Asset Protection Association

# LogiSYM DIGITAL 2020: COVID-19 IS A WAKE-UP CALL FOR SUPPLY CHAINS TO RAMP UP RESILIENCE

Many companies are grappling with security issues and facing challenges to stay in the game as a consequence of the COVID-19 disruption.

In the recent LogiSYM Digital 2020 panel session on 25 June on 'Supply chain security in the post COVID-19 world' moderator and Director at ESP Consult, Joe Lombardo, sought the views of five supply chain experts:

- Tony Lugg of TAPA APAC
- Karmjit Singh, Chairman at CILT Singapore
- Prof. Dr Marco Tieman, Founder at LBB International
- Vivien Cheong, Regional Sales Manager at TICONTRACT of the Transporeon Group

Asked about the impact of COVID-19 on supply chains, Tony Lugg said companies have found themselves trying to manage a sudden, unprecedented storm – a challenge made all the more difficult by the fact that so many businesses suddenly realised their lack of sufficient Business Continuity Planning for their operations in China and Asia Pacific.

Karmjit Singh agreed, adding: "BCP is a major weakness for most companies. If you do not plan for it, your business will disappear." He advised companies to prioritise the protection of their employees' health and safety to ensure businesses are protected against similar virus outbreaks in the future. Karmjit also highlighted the importance of cash flow for organisations to stay afloat and avoid mounting debt when revenue is impacted so rapidly.

BCP is not the only pressing issue. Tony highlighted other rising concerns which need to be addressed, saying: "Suppliers were single-sourced and, in some cases, there was a general lack of risk assessment so companies were not able to switch to alternative suppliers or transportation routings." Working remotely has also brought about the rise of cyberattacks.



**LogiSYM DIGITAL 2020**

**PANEL SESSION:**  
**Supply Chain Security in the Post COVID-19 World**

**25 June 2020**  
 13:00-16:30 SGT | 9:00-12:30 GST  
[www.LogiSYM.org/Digital2020](http://www.LogiSYM.org/Digital2020)

**TONY LUGG**  
 Chairman  
 Transported Asset Protection Association (TAPA APAC)

**KARMJIT SINGH**  
 Chairman  
 Chartered Institute of Logistics and Transport, Singapore

**VIVIEN CHEONG**  
 Regional Sales Manager  
 TICONTRACT,  
 Transporeon Group

**PROF. DR. MARCO TIEMAN**  
 Founder  
 LBB International

Session Moderator:

**JOE LOMBARDO**  
 Director - Project & Performance Management  
 ESP Consult

With demand for Personal Protective Equipment (PPE) and Fast-Moving Consumer Goods (FMCG), supply chains have also seen a rise in the number of cases of counterfeit goods, issues with trade compliance, and even smuggling of illicit products as criminals have been quick to capitalize on loopholes as supply chains struggled to adapt to the rapidly-changing business environment.

Joe Lombardo asked what companies needed to do to change their mindsets, based on the lessons learned from the pandemic. Tony advised organisations to ensure BCP is included in their risk register. "BCP is still a low-level item on the agenda of many companies, which is not getting Board attention. Once BCP is in the risk register, the company basically has to assess the risk of disruption at all levels."

"If the pandemic extends another six-to-eight months, there will be an economic 'depression' which may result in social unrest and more opportunistic crimes taking place. With the boom of eCommerce and the shift towards last mile deliveries, information security gaps will mean gaps in supply chain resilience. It is important for the industry to address these security concerns now," added Dr. Tieman.

Vivien Cheong shared her thoughts on the recent shift in freight buyers' behaviour, "We are seeing freight purchase being commoditized. Clients are more capacity

and service driven during the pandemic. This mentality is expected to last for at least 12 to 24 months." COVID-19 has prompted many firms to be less price-driven and to focus on pre-emptive business continuity.

Experts believe that the BCP gap in supply chains has been understated. COVID-19 is a wake-up call for companies to ramp up business continuity, reassess supply chain risks, and invest in security tools which have been overlooked in the past. Supply chains must remain resilient, with regular risk assessments and improved strategies to help future-proof their operations, the panellists agreed.

For more information about BCP and risk assessment, please contact TAPA at [info@tapa-apac.org](mailto:info@tapa-apac.org).



# STANDARDS FAQs #35



Mark Gruentjes



Steve McHugh

## A monthly update by TAPA EMEA's Standards Lead, Mark Gruentjes, and Executive Director Standards, Steve McHugh

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.

## The revised 2020 versions of TAPA's FSR and TSR Security Standards have landed!

The introduction of the updated Standards in APAC and EMEA on 1 July has created an unprecedented demand for places on our training courses, a surge in enquiries to TAPA from our members, and the need to provide additional support for our Independent Audit Bodies (IABs) seeking clarification on the Standards and the audit processes. We have also launched a new online audit tool for recording and submitting audits in APAC and EMEA, so to say the TAPA Standards Team have been busy would be an understatement!

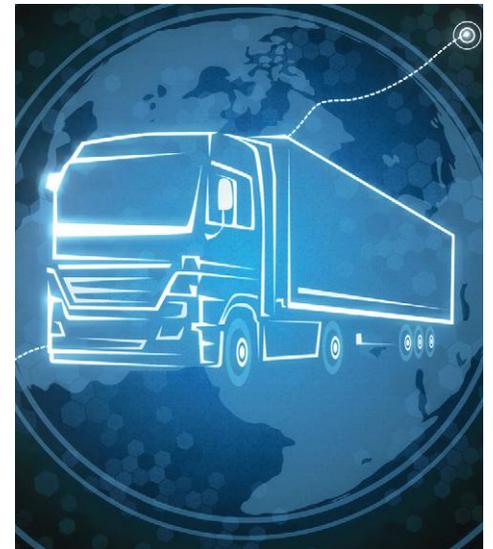
However, the results of our efforts are already showing:

- We have already received great comments from members about how much they like the updated Standards
- The quality of the online training has also surpassed many members' expectations
- We are also seeing encouraging signs that the online audit tool will help all of us in the future management and evaluation of our certification programmes.

So, a big 'thank you' to everyone who has helped to make this possible.

As mentioned in last month's FAQs article, we will continue to publish some of the questions raised in the training sessions, which have included several relating to the TSR vehicle security systems and monitoring options. Below are some recent questions we have addressed.

If you wish to raise a new topic for discussion or ask questions about one of our published responses, please contact us at <https://www.tapa-global.org/contact.html>



### Question 1.

**What exactly is meant by geofencing in relation to TSR?**

**Answer:** Using Global Positioning System (GPS) technology, tracking systems can accurately track a vehicle's position. Geofencing is an option that can be incorporated as a feature of the vehicle tracking system and can be created by the tracking system software program. The "geofence" is set up by an administrator who defines a geographical virtual perimeter or corridor for the vehicle. Geofencing allows the administrator to set up automatic alerts for a vehicle. The alerts could include route deviation outside of the geofence, unscheduled stops in or outside the geofence, or reverse movement inside the geofence.



# STANDARDS FAQs #35

## Question 2.

**Comparing TSR 2017 with TSR 2020, there are differences on truck geofencing. Can you explain the differences?**

**Answer:** TAPA has taken the opportunity to make some minor adjustments and to clarify requirements for geofencing in TSR 2020. That said, there are not too many differences between the old and the new versions other than the new Monitoring Enhanced Option, which is explained below.

### TSR 2017 requirements:

2.2.2 (mandatory Levels A and B) the ability to geofence routes and parking locations

7.1.7 (optional): The Portable Tracking Device must demonstrate at least two of the following: geofencing, start-stop monitoring, alerts for no-stop zones, and critical waypoints

### TSR 2020 requirements:

9.13.2 (mandatory Level A for truck/van). The ability to geofence routes and parking locations

9.13.2 (mandatory Level A for loaded trailers/containers). The ability to geofence routes and parking locations

9.13.3 (mandatory Level B for truck/van). The ability to geofence routes and parking locations

A.1.12 (enhanced option). Route deviation (geofencing alarm)

As you can see above, the basic requirement in both the 2017 and 2020 versions is that an ability to geofence Levels A and B vehicles is available. TSR 2020 extends this same requirement for Level A trailers and container shipments as they can be separated from the tractor unit. The LSP/Applicant can choose if to use or not to use the geofencing option. TAPA only requires the ability for geofencing is present.

Should the LSP/Applicant choose to add the Monitoring Enhanced Option to their certificate, then it becomes mandatory (9.13.3) that geofencing as well as many other measures are used.

These changes are a good example of how TSR 2020 has not changed the core requirement but has added extra optional capabilities should the LSP/Applicant choose to use them.



## Question 4.

**The role of the Alarm Monitoring Center (AMC) has been significantly expanded with the Enhanced Monitoring option being added to the TSR. Can a company use its own internal AMC or must this be provided by a professional external service provider?**

**Answer:** If the Monitoring Enhanced Option is not added to the certification scope, then the TSR core requirements do not specify if the AMC is internal or a professional external service provider. However, all the TSR requirements for the AMC would apply to both options.

If the Monitoring Enhanced Option is added to the certification scope, then the section A.1.1 of the TSR requires:

*The LSP/Applicant can utilize an external AMC (contracted) or an internal AMC (own staff). However, all requirements are applicable to external or internal managed AMC operations. Exceptions to this requirement need the approval of TAPA as per the standard waiver process. The LSP/Applicants and their customer's support for the waiver must be submitted with the waiver.*

Therefore, it's ok to use an internal or external AMC but the intent of this requirement is to ensure the AMC operates to a high standard and has its own security arrangements for protecting its staff and services. We advise you to read the complete Monitoring Enhanced Option section to understand all the requirements.

## Question 3.

**Can an Alarm Monitoring Center (AMC) be TAPA certified?**

**Answer:** No, this is something that TAPA has considered in the past but decided not to pursue. Expanding the scope of the TSR Standard to include the Monitoring Enhanced Option as an add-on to certification is seen as a positive step and has been welcomed by many of our members. Using this option will require the Independent Audit Body to inspect the AMC as part the LSP/Applicant's certification. While the AMC will have many standard services, they and their LSP client will also have unique agreements in place specifying how the client's vehicle monitoring service and alerts should be managed. These agreements should be evaluated in the IAB's AMC inspection.



# 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	CEVA Logistics The Netherlands	NL	Oostrum	C
FSR	DHL Express France	FR	Besançon	C
FSR	DHL Express Germany GmbH	DE	Bremen	C
FSR	DHL Express Germany GmbH	DE	Würzburg	C
FSR	DHL Freight GmbH & Georg Boll GmbH & Co. KG	DE	Emsbüren	C
FSR	DHL Freight GmbH & Georg Boll GmbH & Co. KG	DE	Meppen	C
FSR	DHL Freight Hungary Kft & DHL Globál Szállítványozási Kft	HU	Budapest	A
FSR	DHL Freight Spain SL	ES	Irun	C
FSR	DHL Global Forwarding	IT	Bologna	C
FSR	DHL Supply Chain (Leipzig) GmbH	DE	Leipzig	A
FSR	Gefco Forwarding Netherlands B.V.	NL	Hoofddorp	A
FSR	H. Essers Investitii Srl	RO	Giurgiu District	C
FSR	Ingram Micro Services SA	BE	Houdeng-Goegnies	C
FSR	KLG Europe Venlo B.V.	NL	Venlo	A
FSR	Poste Italiane S.P.A.	IT	Ponte San Pietro	C
FSR	Poste Italiane S.P.A.	IT	Lodi	C
FSR	Rutges Cargo Europe B.V.	NL	Rozenburg	A
FSR	Yusen Logistics (Deutschland) GmbH	DE	Frankfurt	B
TSR	Company Name	Country	Category	
TSR	DHL Global Forwarding	IT	Level 3 / Category Small	
TSR	Schenker NV	BE	Level 3 / Category Large	
TSR	Transmec RO s.r.l.	RO	Level 3 / Category Large	
TSR	Trasporti Internazionali Transmec s.p.a.	IT	Level 3 / Category Large	

## ASIA PACIFIC REGION

FSR	Company Name	Country	City	Class
FSR	CTS International Transportation (Guangzhou) Co.,Ltd	China	Guangzhou	A
FSR	KuaYue-Express Group Co., Ltd.	China	Shenzhen	B
FSR	Rich Long Transportation Warehouse Ltd.	China	New Territories	A
FSR	DHL Express (Hong Kong) Limited	Hong Kong	Kowloon	A
FSR	Arrow Asia Pac Limited	Hong Kong	New Territories	A
FSR	Shanghai Divine-Phoenix Logistics Co., Ltd.	China	Shenzhen	A
FSR	Shenzhen Jingjietong Logistics Co., Ltd.	China	Shenzhen	A
FSR	U-Freight Logistics (HK) Limited	Hong Kong	New Territories	C
FSR	U-Freight Logistics (HK) Limited	Hong Kong	New Territories	C
FSR	Shenzhen Airport International Cargo Terminal Co., Ltd	China	Shenzhen	A
FSR	NNR Global Logistics (HK) Limited	Hong Kong	Kwai Chung	A
FSR	China Post Logistics Co., Ltd. - Beijing Supply Chain Management Center	China	Beijing	C
FSR	Kunshan Feili Storage Service Co., Ltd.	China	Kunshan	A
FSR	DHL-Sinotrans International Air Courier Ltd.	China	Shenzhen	A
FSR	Shanghai Laurels Logistics Co., Ltd.	China	Shanghai	A
FSR	JPS Freight Solution Limited	Hong Kong	New Territories	A
FSR	Schenker Korea Ltd - Airport Logistics Park	Korea	Incheon	A
FSR	DHL Korea Ltd - Seongsu Service Center	Korea	Seoul	A
FSR	DHL Korea Ltd - Kangbuk Service Center	Korea	Seoul	A
FSR	DHL Korea Ltd - Incheon Gateway	Korea	Incheon	A
FSR	Sinotrans Global E-Commerce Logistics Co.,Ltd. (Shanghai Branch)	China	Shanghai	A
FSR	Shandong Harmony Shipping & Forwarding Agent Co., Ltd.	China	Qingdao	A
FSR	Schenker Singapore (Pte) Ltd	Singapore	Singapore	A
FSR	Ingram Micro (China) Holding & Commercial Co., Ltd.	China	Shanghai	A
FSR	DHL-Sinotrans International Air Courier Ltd.	China	Xiamen	A
FSR	Ever Bright Freight Limited	Hong Kong	New Territories	A
FSR	Brandpath APAC Limited	Hong Kong	New Territories	A
FSR	Nippon Express Co.,Ltd. Air Freight Business Branch (Narita Logistics Cargo-3)	Japan	Chiba-ken	A
FSR	Rainbow Logistics (China) Limited	China	New Territories	C
FSR	Delhivery Pvt. Ltd (Bhiwandi Maharashtra)	India	Bhiwandi	C
FSR	DHL Logistics Pvt. Ltd. (FTWZ Chennai Warehouse)	India	Kanchipuram District	C
FSR	Delhivery Pvt. Ltd (Ahmadabad _GATEWAY)	India	Ahmedabad	C
TSR	Company Name	Country	City	Class
TSR	Guangdong High Pass International Logistics Ltd.	China	Dongguan	Level 2
TSR	"Shenzhen CF International Logistics Co., Ltd (covers truck operations for their registered trucks operating as a sub-contractor to 'Guangdong High Pass International Logistics Ltd.', addressed at '11A, 2nd Huangjin RD, BaiMa District, NanCheng, Dongguan City, Guangdong Province, P.R.China')"	China	Shenzhen	Level 2
TSR	Shenzhen Houde International Logistics Co., Ltd.	China	Shenzhen	Level 2
TSR	Sinotrans Logistics Ltd.	China	Shanghai	Level 2
TSR	"Qingdao Flying Express Customs Broker Co., Ltd. (covers truck operations for their registered trucks operating as a sub-contractor to a CEVA Ground Logistics (Hong Kong) Ltd. At 37/F, Skyline Tower, 39 Wang Kwong Road, Kowloon Bay, Kowloon, Hong Kong.)"	China	Qingdao	Level 2
TSR	Xijie Rongqing Logistics Supply Chain Co., Ltd	China	Shanghai	Level 2
TSR	Sinotrans Logistics Ltd.	China	Beijing	Level 2
TSR	ShenZhen Baoli Freight Transport Co., Ltd.	China	Shenzhen	Level 2
TSR	Shenzhen Yoursender Supply Chain Service Co., Ltd.	China	Shenzhen	Level 2





## PUBLIC HEALTH ADVICE

TAPA asks all of its global members, their families and friends to carefully follow the advice of your national and local governments and health authorities, as well as the World Health Organization (WHO), to stay safe and well, and to restrict the outbreak of the coronavirus (COVID-19)

For the latest advice from the WHO click [here](#)

### Basic protective measures against coronavirus

Most people who become infected experience mild illness and recover, but it can be more severe for others. Take care of your health and protect others by doing the following:

- wash your hands with soap and water often – do this for at least 20 seconds
- use hand sanitiser gel if soap and water are not available
- stay at home to prevent the spread of coronavirus
- If you have to go out for essential necessities, wash your hands as soon as you get back home
- cover your mouth and nose with a tissue or your sleeve (not your hands) when you cough or sneeze
- put used tissues in the bin immediately and wash your hands afterwards
- do not touch your eyes, nose or mouth if your hands are not clean
- social distancing - maintain the recommended distance between yourself and anyone who is coughing or sneezing
- Stay informed and follow advice given by your healthcare provider

## STAY SAFE EVERYONE

**TAPA**  
Transported Asset Protection Association