

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR TAPA'S GLOBAL FAMILY

BACK TO WORK

As lockdowns are relaxed across Europe, Europol warns of more cyberattacks and a new wave of irregular migration as criminals get back to business

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welcome

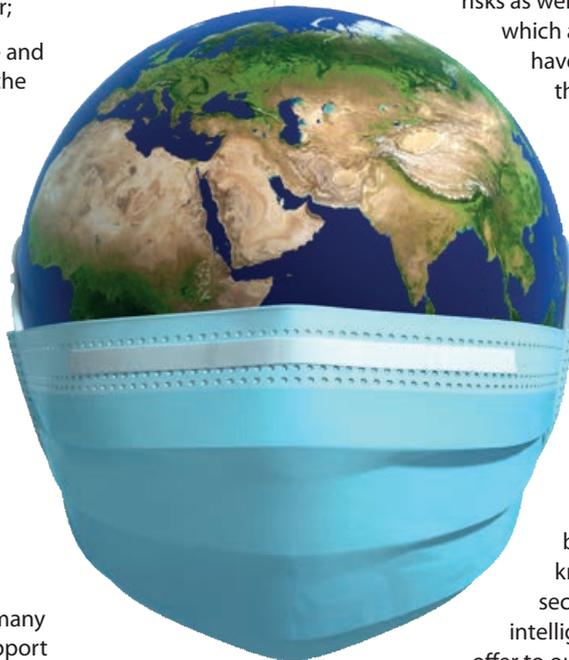
WHAT LIES AHEAD FOR SUPPLY CHAINS IN THE 'NEW NORMAL' WORLD OF BUSINESS?

I hope our TAPA members across the globe are all safe and well and continuing to follow the advice of medical experts as we begin to look beyond the current coronavirus protection measures to what the world will look like after our experiences of the past few months.

Every individual and every business will emerge from this time with so many questions. Fundamentally, they are likely to be very similar;

- how do we stay safe and secure, and reduce the risks we face?
- how can we stop this from happening again?
- what do we need to put in place to protect ourselves should it ever happen again?
- What lessons must we learn?

In TAPA's Asia Pacific region, we have been working closely with many of our members in support of their Business Continuity & Recovery Plan programmes, and this is a focus we will continue. Around the world, companies will be looking closely at every aspect of their business, from the safety and security of their staff to their financial challenges and, of course, the resilience of their supply chains.



'The very sudden and dramatic impact of COVID-19 means the subject of supply chain resilience is a main topic of discussion for virtually every company linked to the worlds of manufacturing, logistics and transportation. We must seize this window of opportunity.'

One of the aims of our Association has always been to lift the profile of supply chain resilience onto boardroom agendas of businesses of all sizes, to increase awareness of the risks as well as the solutions which are available. We have wanted to increase the thought process around the financial and reputational risks that can stem from supply chain disruption, and to encourage those with the greatest influence to take action. One of those actions is to engage with TAPA and to benefit from the knowledge, expertise, security standards and intelligence we have to offer to our members.

Now, the very sudden and dramatic impact of COVID-19 means the subject of supply chain resilience is a main topic of discussion for virtually every company linked to the worlds of manufacturing, logistics and transportation. We must seize this window of opportunity.

The true impact of the coronavirus on business thinking and operations will now begin to unfold. It will bring changes in many forms and we have to consider not only what these will mean to the security of supply chains but also how we need to steer our own Association to help our current members and prepare to welcome what we hope will be a significant growth in our global membership.

What we are experiencing also reinforces our shift in focus to go beyond just the prevention of cargo crime to look at the important role TAPA has to play in every aspect of supply chain resilience in the future. We are already moving in this direction and delivering broader intelligence and services but I am sure many more opportunities will present themselves as the 'new normal' takes hold.

We will, naturally, rely strongly on the insight of our members as we build our understanding of the way companies are responding. The information you share with us will help us to help you more.

Thank you for your continued support during this time and please continue to stay safe.



TONY LUGG
Chair
TAPA APAC



HOW HAS COVID-19 IMPACTED ECOMMERCE SUPPLY CHAINS AND WHAT LIES AHEAD?

The second of TAPA Asia Pacific's podcasts series debated the impact of COVID-19 on the eCommerce sector and discussed new challenges supply chains can expect as the pandemic subsides.

TAPA APAC Chairman, Tony Lugg, and guest speaker David Fairnie, Principal Consultant for Supply Chain Security and Risk Management at BSI Group, conversed on the massive growth in demand for online orders exacerbated by the lockdown imposed on global consumers, and the shift of more companies towards digital retail platforms and direct-to-consumer deliveries through third party logistics providers.



The ease, speed and reliability of eCommerce and a growing generation of online buyers is seeing business levels for electronic commerce platforms soar.

Amazon, for example, reported 2020 first-quarter sales revenues of \$75.4 billion, up 26% year-on-year and over \$33 million per hour. This has also resulted in a big recruitment surge for warehouse staff and delivery drivers, including a reported 50% increase in agency staff in March alone.

"eCommerce is becoming a new norm and expected to have continuous growth even after the easing of restrictions. Logisticians are seeing operations are primarily focused in warehouse and distribution centres. With the reorganization of supply chains and change in delivery modality, we face increased risk exposures for facilities and delivery drivers – both opportunistic and organized

crimes"; David Fairnie told the TAPA APAC podcast audience.

Looking at one of the big challenges facing eCommerce supply chains, he also shared the key findings of BSI's joint survey conducted with TAPA on the increase of Final Mile Cargo Thefts and trends such as the emergence of so-called 'porch pirates'. The analysis also revealed that 39% of the respondents currently have no final mile cargo theft prevention measures in place.

Listen to the podcast and access the report using this [link](#)

SPEAK UP

New podcasts will be released on TAPA APAC's website and members can listen to all podcast episodes at any time. To provide feedback, ideas for future podcasts or to become a guest, contact marketing@tapa-apac.org





BACK TO BUSINESS

Two new reports by EU law enforcement agency, Europol, will give supply chain resilience professionals plenty to think about with resurgent criminals posing new and increased threats in the 'new normal' of a post-coronavirus world

1. CRIMINALS LOOK TO GAIN FROM THE LASTING LEGACY OF COVID-19

Covid-19 has severely disrupted the global supply chain landscape, such as the closure of manufacturing bases in China, reductions in transportation capacity, and sudden changes in consumer demand. Government-imposed lockdowns have also forced a high percentage of the global population to work from home with the assistance of digital solutions to maintain colleague and customer connectivity.

Typically, criminals have seized upon opportunities these changes have created by

adapting their modus operandi or engaging in new criminal activities in digital forms, as highlighted in the latest Europol report on the current criminal landscape in Europe.

Cybercrime increases as firms rely on digital technologies

A recent cyberattack on Brno University Hospital in the Czech Republic forced the hospital to shut down its entire IT network and halt operations, a reminder of the risks facing all businesses and institutions. As firms embrace remote working and allow wider connections to their data systems, criminals have been quick to find vulnerabilities and loopholes in these newly-adopted technologies. There have been widespread reports of Covid-19 themed social engineering attacks that exploit the demand people have

for information and equipment supplies, such as phishing emails and malware distribution through malicious links and attachments.

Hackers have also targeted the information layer of supply chains to access confidential logistics information, including shipment schedules and security surveillance of warehouses, ports and terminals, helping them to identify the most lucrative shipments to steal, when to carry out thefts, and how to conduct the operation. After a cargo theft, tech-savvy criminals can cover their tracks by deleting or altering digital data and records.

TAPA members managing cyber supply chain risks can look at using protective systems, updating security programmes regularly and transmitting data with encryption as part of their resilience solutions.

As firms embrace remote working and allow wider connections to their data systems, criminals have been quick to find vulnerabilities and loopholes in these newly-adopted technologies.



Themed frauds and scams capitalize on virus fears

Capitalising on anxieties and fears during this crisis, some fraudsters have developed schemes around Covid-19 to facilitate crimes. These include various types of adapted telephone scams, decontamination scams and supply scams. This is perhaps best illustrated by one European company which did not subsequently receive its US\$7 million order of alcohol gels and face masks sourced from what turned out to be a bogus supplier.

Clearly, vigilance is the key to maintaining security. Verification of personnel identity and awareness of the latest governing regulations should be included at each transition checkpoint.

Counterfeit and substandard goods infiltrate the market

Since the outbreak of Covid-19, demand for and sales of healthcare products, sanitary products, personal protective equipment and pharmaceuticals have increased exponentially and news of the supply shortages has been broadcast across the globe.

Coupled with cyber data theft of key business information, like blueprints of genuine products and serial numbers, criminals have quickly taken advantage of such shortages to infiltrate the market with counterfeit products. In the first week in March 2020 alone, over 34,000 counterfeit surgical masks were seized

Multiple firms in the EU have reported crimes with this type of modus operandi, whereby perpetrators gain access by impersonating medical staff providing information material or hygiene products, or conducting a 'Corona-test'.

by law enforcement authorities worldwide as part of Operation PANGAEA supported by Europol.

Organized property crime remains dynamic

Organized crime that involves impersonation of representatives of public authorities at commercial premises, facilities and on transport routes are expected to increase. Multiple firms in the EU have reported crimes with this type of modus operandi, whereby perpetrators gain access by impersonating medical staff providing information material or hygiene products, or conducting a 'Corona-test'.

Security at facilities and trucking operations should be reviewed with global Standards such as TAPA's Facility Security Requirement (FSR) and Trucking Security Requirement (TSR) to prevent organized property and product related crimes.

The threat of cybercrime for the logistics and transportation industry will continue to emerge from the pandemic and pose a significant risk in post-pandemic times as

criminals look to leverage the lasting legacy of Covid-19. It is now increasingly important for firms to focus on supply chain cyber security as a core component of the overall supply chain resilience strategies.

For more information on Cyber, Facility and Trucking Security, contact TAPA [here](#)

2. PREPARING FOR A 'NEW WAVE' OF IRREGULAR MIGRATION

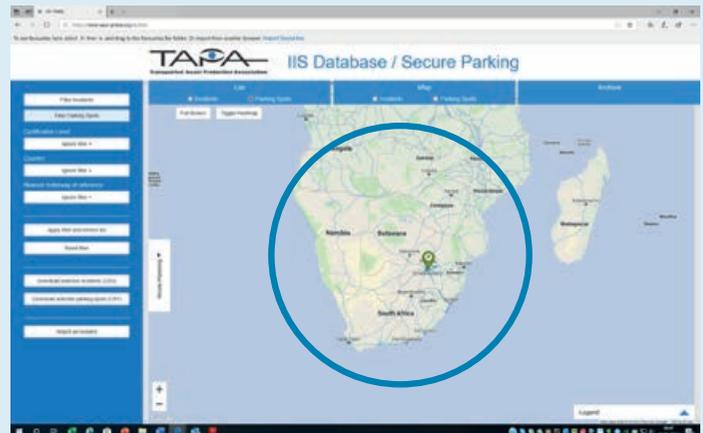
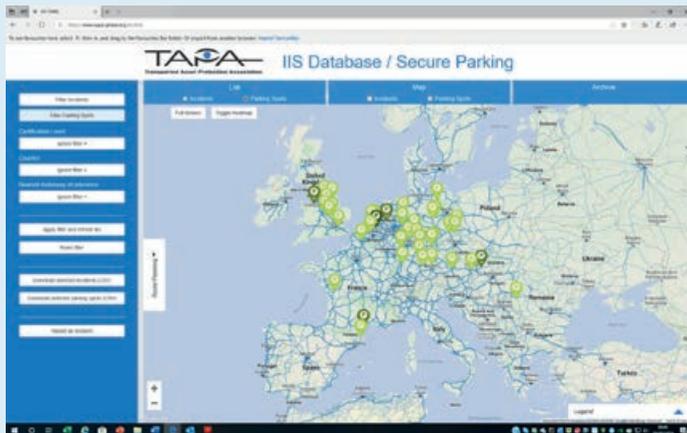
The decisions of countries around the world to close their external borders in a bid to control and isolate the outbreak of COVID-19 may have disrupted the activities of people traffickers and irregular migration in Europe... but with lockdowns now being relaxed, a 'new wave' of activity is expected to bring further pressure to bear on border authorities and law enforcement agencies as well as businesses which are most often the unsuspecting victims of criminal gangs who make their money from transporting vulnerable and economic migrants across international borders.

OVER 6,700 SECURE PARKING PLACES... READY FOR YOU



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

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



PSR PARKING PLACES



PARKING PLACES

6 7 0 0

PARKING SITES

6 3

COUNTRIES

1 1



Europol's European Migrant Smuggling Centre (EMSC) predicts irregular migration to Europe will surge again once Covid-19 related travel restrictions are lifted, and also highlights some of the new ways criminals are finding ways to maintain their revenue streams by helping migrants to enter or travel across Europe.

The EMSC report also looks back at operations in 2019 and intelligence gathered to help consider the possible evolution of these crimes in the upcoming months and to prepare a more effective response to these life-threatening activities.

It states: 'Enhanced border control measures and travel restrictions put in place throughout the EU have led to a shift in the smuggling activities from air to land and sea routes. Small boats are increasingly being used to cross river borders. Migrants are also smuggled hidden in concealments in freight vehicles and cargo trains which still move across borders. The travel restrictions may also complicate the employment of seasonal labour in the agricultural sector and increase the demand for trafficked third-country migrants already present in the areas.'

A Joint Liaison Task Force focussing on migrant smuggling and trafficking in human beings was set up at Europol to speed up cooperation in major investigations, such as the widely-publicised incident in Essex in the United Kingdom last year, when 39 Vietnamese migrants were found dead in a refrigerated lorry. 'A focus on high-value



targets and operational task forces have and will further streamline major investigations as Europol is committed to providing increased support to national authorities to protect lives by combating human trafficking and migrant smuggling,' the report adds.

EMSC uses the update to share information on some of its notable successes in the last year. This included the targeting of a gang involved in the dangerous transportation of migrants in refrigerated lorries. The report states: 'The French Border Guard, together with the French National Police and the Dutch Royal Marechaussee, supported by Europol and Eurojust, dismantled a large criminal network involved in the transportation of around 10,000 Afghan, Iranian, Iraqi-Kurdish

and Syrian migrants from the French areas of Le Mans and Poitiers to the UK.

'The irregular migrants were transported in life-threatening conditions, concealed in refrigerated - often overcrowded - lorries with up to 20 persons per transport. The irregular migrants paid up to €7,000 for the dangerous journey. The payments were collected via an undercover banking system run by a suspect in the Netherlands. In total, the criminal gang is suspected to have gained around €70 million in profit from their illegal activities.'

It continues: 'Tragic incidents like the Essex case or the death by suffocation of 71 irregular migrants in an abandoned refrigerated lorry in Austria in August 2015 highlight the risks that smugglers are willing to take when trying to hide the highest possible number of irregular migrants inside a compartment to maximise their profits.' It also recorded explicitly violent behaviour such as stabbings among criminal groups, robberies of migrants and shootings at rest areas where migrants were put onto trucks en route to the UK, which led to additional injuries and fatalities.

'Irregular migrants are frequently put into locked, dark and airtight cargo compartments in crowded, inhumane conditions, unsuitable for passenger transport. The types of compartments include cargo bays of lorries, trailers and transporter vans; hidden, purpose-built compartments in cars, vans or lorries; and boots and even engine compartments. The irregular migrants are usually transported for several hours without stopping to avoid apprehension. Migrant smugglers also frequently employ the general method of hiding irregular migrants in cargo compartments by misusing cargo trains for the transportation across the Western Balkans and neighbouring countries. In the first quarter of 2020, smuggling in compartments remained the most widely used modus operandi in secondary movements from Greece, across the region towards northern EU countries, as well as across the EU and towards the UK.'

Sadly, such incidents are expected to escalate.

To read the full report, click [here](#)



'Irregular migrants are frequently put into locked, dark and airtight cargo compartments in crowded, inhumane conditions, unsuitable for passenger transport.'

EYE-ON-TECH



Percepto autonomous drones help industrial sites mitigate COVID-19 impact

Percepto say their remotely-controlled, on-site autonomous drones enable consistent and persistent monitoring and security at industrial sites, even when employees cannot get on site. Used to protect facilities and guarantee business continuity through continuous autonomous inspection, the drones allow for:

- Remote operation from anywhere in the world with live video streaming to your browser
- Full cycle automation - from takeoff through capturing, data upload and analysis to reports
- Quick and easy add-on and adjustment of missions to changing situations
- Reports and audit of all flights, easily shared with various stakeholders

Read more at www.percepto.co

Tyco Security Products launches Smart Elevated Skin Temperature Solution to fight Covid-19 threats

Tyco says the solution detects faces within its field of view and accurately measures forehead

skin temperatures within $\pm 0.3^{\circ}\text{C}$ at a distance between 2 to 6 meters (6.5 to 19.7 feet), adding it is ideal for contactless temperature measurement at controlled entrances where people enter an area.

Read more at www.tycosecurityproducts.com

Intranav offers new Social Distance Management application

It is designed to increase work safety and reduce the spread of infection. The COVID-19 measures imposed by the German government have shown positive results and the first companies will start to ramp up production lines again in the next few weeks. But we should not misinterpret these signals, we still need to be extremely careful and especially now innovative technologies must be used to actively support us on this way back to normality to prevent a second outbreak of COVID-19. INTRANAV says it is one of these innovations that helps you to protect your employees through active Social-Distance-Management (SDM).

Read more at www.intranav.com

Video content analytics for combating the public health crisis

Video analytics has always been a critical component in enabling security and ensuring public safety. Briefcam says its video content analytics platform supports:

- Efficient contact tracing
- Enforcing physical distancing
- Managing building occupancy
- Reducing crowding and hotspots
- Managing building maintenance and sanitization

Read more at www.briefcam.com

Rapid 7 for Vulnerability Risk Management

Insight VM says it can automatically assess and understand risk across your entire infrastructure with the following key features:

- Automated containment
- Remediate with Impact and Influence
- Unify Endpoint Assessment
- Maximize the Value of Your Tech Stack

Read more at www.rapid7.com

Please note that none of the items covered in this section are endorsed by TAPA.

WELCOME TO OUR NEW MEMBERS



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

Company	Country	Website
24H7d Logistic & Solution AB	SE	www.24h7d.se
Slam Transport Ltd	UK	www.slamtransport.co.uk
Truckstop Exploitatie B.V.	NL	www.truckparkingvenlo.nl
Worldwide Pharma Logistics GmbH	DE	www.wwpl.com

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

Company	Country	Website
Toll Global Forwarding (Hong Kong) Ltd.	Hong Kong	www.tollgroup.com
Apex Logistics International (HK) Limited	Hong Kong	www.apexglobe.com
Excel Network Limited	Hong Kong	www.enl.com.hk
Shanghai Laurels Logistics Co. Ltd.	China	www.laurelslogistics.com
China Post Logistics Co., Ltd. - Beijing Supply Chain Management Center	China	www.ems.com.cn
Shenzhen YH Global Supply Chain Co., Ltd. (Qian Hai)	China	www.yhglobal.com/
Guangdong High Pass International Logistics Ltd.	China	www.gotohps.com/
PT. Indotama Partner Logistics	Indonesia	www.indotamalogs.com



KART BUILDS THE RELIABILITY, SAFETY AND COMPLIANCE OF ITS TRUCKING FLEET WITH TAPA TSR LEVEL 2 CERTIFICATION



KART, operator of an ASEAN-wide cross-border transportation network, has earned TAPA Trucking Security Requirements (TSR) 2017 Level 2 certification for 10 of its ground transport fleet.



Tony Lugg, Chairman of TAPA APAC, said: "TAPA's TSR is an internationally recognized security standard for the qualification of companies' supply chain compliance and resilience.

"From my own experience of managing Logistics Service Providers across complex supply chains, achieving TAPA certification improves operational performance, customer satisfaction and overall efficiencies. Logistics companies which embark on these journeys are well received in the market as high quality service providers. I congratulate KART on achieving Level 2 certification."

KART's core cross-border transportation service network, covering the China ASEAN region, serves customers including high-

end technology and fast-moving fashion companies for their assembly and finished goods delivery to consumer markets.

Annie Cheung, Deputy General Manager of KART China, commented: "We are so glad to obtain the TAPA TSR 2017 certification this year. We are providing global security standards, recognized industry practices, and updated market information which help us gain trust from our customers and become a market pioneer."

"Visibility of shipments is key for any customer and KART's decision to ensure a robust monitoring of its transportation fleet that is equipped with 24/7 GPS monitoring, central locking and well-trained staff will help to protect their clients' valuable products in the supply chain," Tony Lugg added.



MEMBERS WELCOME BCRP SUPPORT

TAPA APAC members have voiced their appreciation of the region's series of Business Continuity and Recovery Plan (BCRP) webinar training courses, presented in both English and Mandarin.

In March and April, three online training sessions were delivered by TAPA in partnership with the Singapore Institute of Material Management (SIMM), which produced the course at short notice to help companies responding to the COVID-19 outbreak. TAPA APAC now plans to develop new courses to support its members and attract new memberships.

This first series of webinars included a full session for Jollibee, which attracted 60 participants from its executive team as well as the company's Logistics Service Providers (LSPs) and other supply chain stakeholders.

TAPA APAC says members found the certified course to be highly practical during this time of crisis, with the training highlighting key components of a business continuity plan and the 6R model for implementation. Peter Inguengan of Amkor Technology Inc. was one of the TAPA APAC members who joined the webinar, and said: "I'd like to express my appreciation to TAPA for hosting this informative webinar on BCRP. We need to apply this in our respective areas to ensure our company and customers are well taken care of in terms of our commitment to deliver our goods and services as agreed."

You may view part of the webinar by clicking the button below:

WEBINAR

Hide & Seek



TAPA Americas' webinar earlier this month saw Dr. Nikos Passas, Professor of Criminology and Criminal Justice at Northeastern University present his expertise on *'Illicit Commercial Flows: What They Hide and How to Control Them'*.

As well as being Co-Director of the University's Institute for Security and Public Policy, Dr. Passas also serves on the Global Advisory Board of the Transnational Alliance to Combat Illicit Trade (TRACIT), the Advisory Board of the Global Risk Profile in Geneva, the International Panel of Advisors at the Institute for Australia India Engagement, and the Board of Directors of Compliance and Capacity Skills International.

In the webinar, he explored the methods through which trade is used to hide not only illegal shipments but also illicit financial flows and crimes ranging from money laundering, bribery, tax evasion, and proliferation of WMD or sanctions violations.

Moreover, he discussed the ways informal financial channels intersect with trade transactions, and on ways of detecting abusive patterns and transactions. He noted the need to think of compliance not only

as a way of staying out of trouble with the law but also to focus on the ultimate goals of the AML/CFT rules for anti-money laundering and counter financing of terrorism, namely the detection of criminal activities and the proper collaboration between private and public sector actors.

According to Dr. Passas, financial controls against serious crime intensified in the aftermath of 9/11 and grew to counter not only money laundering but also the financing of terrorism and sanctions violations. As he explained, countering terrorism finance through financial controls is not only about cutting off funds or displacing sources and funding methods. Instead, the point is to undermine the finance and support networks of targeted groups.

Countering terrorism financing impacts on fundraising and expenditure, as well as on

partners, associates, facilitators, support networks, methods of operation, and distribution of labor involved in financial crime and terrorism financing. The aim is to understand and identify key nodes of information, networks, enablers, and supporters to target more effective and sustainable results.



Think of compliance not only as a way of staying out of trouble with the law but also to focus on the ultimate goals of the AML/CFT rules for anti-money laundering and counter financing of terrorism, namely the detection of criminal activities and the proper collaboration between private and public sector actors.

The webinar explored the three types of global flows that need monitoring and analysis for a clear picture of illicit flows: financial, information, and trade. Ideally, these flows must be traceable and analyzed in parallel, so that discrepancies and anomalies can be revealed and studied. Most attention focuses on finance and information, but even there, the work is imperfect, and sources are not cross-checked. Trade, on the other hand, is, for the most part, non-transparent and neglected.

Then, discussions considered some of the possible solutions to these challenges: Agencies that gather useful information should share it to develop better analytics to inform more evidence-based practices to counter financial crimes and the financing of terrorism. Moreover, the private sector and researchers can assist with additional data, perhaps operating in secure environments to provide analysis and feedback to both government and business.

By adding crime statistics, criminal records, reports of investigations, open-source literature in multiple



languages, and qualitative on-the-ground sources such as interviews from different jurisdictions, we can study, pattern analysis, and map criminal networks, Dr. Passas noted. Oil, trade finance, antiquities, food and agriculture, medical, and arms-related data can be tracked and added to databases, especially for action against terrorist groups that control territory, have access to natural resources, or engage in trade that leaves traces.

TAPA Americas members who missed the webinar can access it by logging into the webinar archive on the Association's regional website.

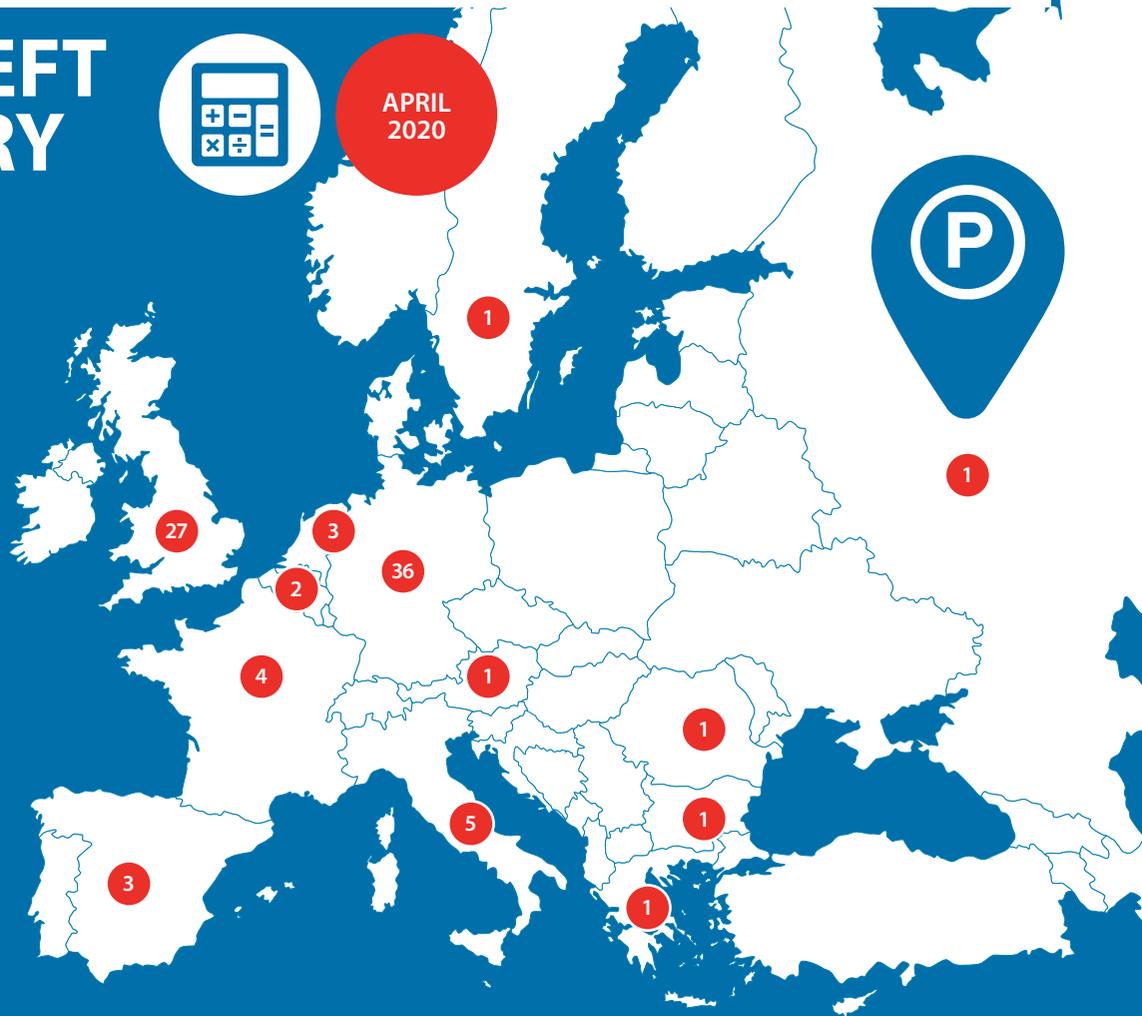
EUROPE, MIDDLE EAST & AFRICA REGION

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

APRIL 2020

▶ Austria	1 (1.1%)
▶ Belgium	2 (2.1%)
▶ Bulgaria	1 (1.1%)
▶ Benin	1 (1.1%)
▶ France	4 (4.3%)
▶ Germany	36 (38.7%)
▶ Greece	1 (1.1%)
▶ Italy	5 (5.3%)
▶ Kenya	1 (1.1%)
▶ Netherlands	3 (3.2%)
▶ Nigeria	1 (1.1%)
▶ Romania	1 (1.1%)
▶ Russia	1 (1.1%)
▶ South Africa	3 (3.2%)
▶ Spain	3 (3.2%)
▶ Sweden	1 (1.1%)
▶ Tunisia	1 (1.1%)
▶ United Kingdom	27 (29.0%)



€1,581,840

Average loss for the 8 major cargo crimes reported to TAPA's Incident Information Service (IIS) in April 2020



€12,805,672

Total loss for the 24 or 25.8% of crimes stating a value

14

Number of TAPA IIS product categories recording losses in April 2020



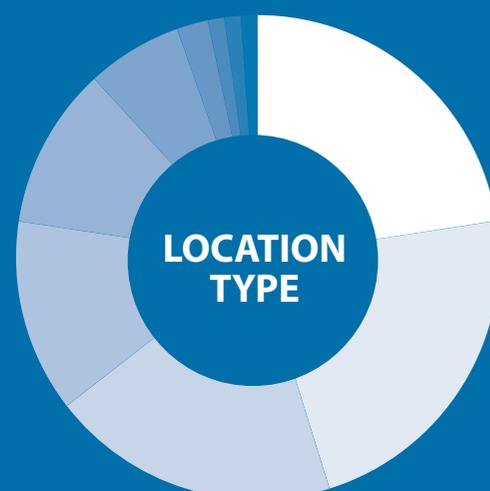


93

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



Theft from Vehicle	33 (35.5%)
Theft from Facility	21 (22.6%)
Theft of Vehicle	10 (10.8%)
Theft of Trailer	9 (9.7%)
Theft	6 (6.4%)
Hijacking	4 (4.3%)
Theft from Container	3 (3.2%)
Truck Theft	2 (2.1%)
Fraud	2 (2.1%)
Robbery	1 (1.1%)
Theft from Train	1 (1.1%)
Theft of Container	1 (1.1%)



Unclassified Parking Location	21 (22.6%)
Destination Facility	21 (22.6%)
Unknown	18 (19.3%)
Services 3rd Party Facility	12 (12.9%)
En Route	10 (10.8%)
Origin Facility	6 (6.4%)
Authorised 3rd Party Facility	2 (2.1%)
Maritime Transportation Facility	1 (1.1%)
Railway Operation Facility	1 (1.1%)
Road Transportation Facility	1 (1.1%)

€5,000,000

Biggest single loss -

TAPA's IIS recorded two separate losses of €5m in Spain in April 2020. One involved the theft of PPE and the other the loss of 50 vehicles

Number of countries in EMEA reporting incidents

18



1 Crimes in EMEA recording a loss value of between €50,000 & €100,000 produced a combined loss total of €60,000

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

€533,569

AVERAGE LOSS VALUE IN APRIL 2020

22.6%

Or 21 of the recorded incidents took place in Unclassified Parking Locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	69 (74.3%)
Violent & Threat with Violence	9 (9.7%)
Theft from Moving Vehicle	4 (4.3%)
Internal	3 (3.2%)
Forced Stop	3 (3.2%)
Unknown	2 (2.1%)
Deceptive Pick Up	2 (2.1%)
Deceptive Stop	1 (1.1%)

LOCKDOWN LIMITS CRIMINAL ACTIVITY AND SUCCESSFUL POLICE OPERATIONS INTERCEPT OVER €10 MILLION OF CARGO THEFTS IN APRIL



Incidents of cargo crime reported to TAPA's Incident Information Service (IIS) in the Europe, Middle East and Africa (EMEA) region in April reveal both the impact of the COVID-19 lockdown on quelling criminal operations as well as the continued proactive response of law enforcement agencies to arrest suspects believed to be involved in these crimes.

Two **€5,000,000** incidents dominated the monthly data, both occurring in Spain.

In the first case, police arrested a businessman in north west Spain suspected of being involved in the theft of two million face masks and other medical equipment from a medical supplies warehouse in the region. According to a report to TAPA's IIS on 6 April, the operators of the facility, which was storing a large quantity of medical equipment – including masks, surgical gloves and personal protective equipment (PPE) – are currently in bankruptcy. The offender reportedly removed the products from their protective plastic boxes to help conceal the theft, leaving only 1,000 face masks in the warehouse.

The suspect is said to have been spotted on security cameras outside the facility, where

he reportedly also held a meeting with a Portuguese buyer. Spanish police are now cooperating with the Portuguese authorities to try to identify the buyer.

The second **€5m** crime involved the audacious theft of 50 trucks from a transport company in Spain, allegedly by representatives of a rival firm which shared the same headquarters building and vehicle parking.



After an administrator from the company suffering the loss alerted police to the vehicle thefts, officers located 43 units which had been illegally acquired; 39 in Almeria and 4 in Madrid. They then intercepted another seven vehicles as they were being driven from Murcia to Madrid to be sold on. Reports say the trucks' original Bulgarian licence plates had been covered over with Spanish registrations.

TAPA's IIS also recorded two other seven-figure cargo thefts last month:

€1,144,805

Police were called to an Authorised 3rd Party Facility in Grimsby in the United Kingdom on 2 April after a large quantity of sports equipment was discovered to have been stolen. Two people have since been arrested.



€1,033,877

Offenders hijacked a truck carrying a shipment of phones as it was en route from Nairobi's Jomo Kenyatta International Airport to a warehouse facility in Kenya. The empty truck was later found abandoned on 10 April.



Four other major cargo losses were recorded during the month:

€140,000

The theft of a vehicle and its cargo of chocolate, food and cleaning products on 16 April from an Authorised 3rd Party Facility in Salon-de-Provence, France. According to the intelligence report, the driver was waiting to unload his cargo when armed offenders forced him to move the truck to a remote area nearby. There, they unloaded around half of the cargo from the truck before setting off a fire extinguisher in the cab of the truck and letting the vehicle slide into a canal.



€120,000

On 8 April, thieves escaped with a trailer loaded with clothing and footwear products following a deceptive pick-up from a Road Transportation Facility in Barking, London, in the UK. They entered the haulage yard in their own tractor unit before hooking up the trailer and driving away.



€116,045

A high value Theft from Moving Vehicle crime saw offenders steal five pallets of cigarettes from a truck in Krefeld in the German state of North Rhine-Westphalia. The loss was discovered when the vehicle reached its destination, having made no stops while en route.



€100,000

Diesel engines, a forklift truck, a mobile welding fume extractor and a mobile toolbox were taken after two offenders entered an Origin Facility site in Malden in Gelderland in the Netherlands on



23 April. In broad daylight, they loaded the equipment onto their own vehicle before leaving the premises. The incident was captured on CCTV.

Overall, TAPA EMEA was notified of 93 cargo theft incidents in April with a combined loss value of €12,805,672.

The eight major incidents during the month produced an average loss of €1,581,840, while the average value of the 24 or 25.5% of all crimes sharing financial data was €533,569.

In the €50,000-€100,000 value range, only one crime was reported to TAPA's IIS. This involved a €60,000 loss of a refrigerated trailer with no load from a Services 3rd Party Facility in Heidenau, Saxony, Germany, on 18 April.

Other incidents of note last month included:

- On 10 April, offenders cut the power supply to a facility in Timisoara, Romania, to disable the alarm and then waited four hours before entering to ensure there was no security response. They destroyed CCTV security cameras outside and inside the building before stealing €20,000 of tools/building materials. Police later arrested suspects, including an individual who had received the stolen goods
- On 4 April in Magliano Sabina in the Italian region of Latium, located about 50 kilometres north of Rome, a truck was stopped at what appeared to be a civil protection checkpoint before one of three masked offenders pointed a pistol at the driver and forced him out of the truck. The offenders then searched the truck and stole €5,000 in cash before escaping in a white car



- On 9 April, a driver was found dead in his truck at an unclassified parking location off a highway in Aspropyrgos in Greece. No further information is available

According to reported data, cargo crimes were committed in 18 countries in the EMEA region in April, with only Germany and the United

Kingdom recording double-digit incident rates of 36 and 27 crimes respectively.

Over 40% of product losses were classified as either miscellaneous or unspecified goods. Of the 14 TAPA IIS product categories suffering losses during the month, the next highest were:

- Food & Drink – 12 losses or 12.9% of the April total
- Tools/Building Materials – 10 or 10.8%
- Pharmaceuticals – 7 or 7.5%
- Tobacco, No Load (Theft of truck and/or trailer), Cosmetics & Hygiene, and Furniture/Household Appliances, which each recorded 4 incidents



Three types of incidents saw 10 or more crimes:

- Theft from Vehicle – 33 or 35.5%
- Theft from Facility – 21 or 22.6%
- Theft of Vehicle – 10 or 10.8%

Unclassified Parking Location and Destination Facility were the two most common locations of cargo thefts in April, both recorded 21 or 22.6% of the monthly total.

PRODUCT CATEGORY	No	%
Miscellaneous	23	24.8%
Unspecified	15	16.1%
Food & Drink	12	12.9%
Tools/ Building Materials	10	10.8%
Pharmaceuticals	7	7.5%
Tobacco	4	4.3%
No Load (Theft of truck and/or trailer)	4	4.3%
Cosmetics & Hygiene	4	4.3%
Furniture & Household Appliances	4	4.3%
Cash	2	2.1%
Clothing & Footwear	2	2.1%
Phones	2	2.1%
Agricultural Materials	1	1.1%
Metal	1	1.1%
Sports Equipment	1	1.1%
Tyres	1	1.1%

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...



BACK TO WORK

Europol's warnings this month of rises in cybercrime and irregular migration are the clearest possible indicators that business is returning to normal for criminal groups across the globe.

Our data for recorded cargo thefts in the EMEA region, particularly in April, seems to suggest that the lockdown imposed on people and businesses in the last two months has impaired the operations of cargo thieves. With fewer people on the streets and less vehicles on the highways, it has been difficult for offenders to 'disappear into the crowd' but, clearly, we should expect criminal attacks on supply chains to show a growing upward curve as companies and consumers start to return to some kind of normality in the coming weeks.

Please keep TAPA informed of any criminal activity you become aware of so we can continue to keep all of our members aware of when, where and how cargo thefts are occurring.



NEW WAYS OF INTELLIGENCE SHARING

While it is reassuring to see lockdowns being eased, making it easier for us to see our families and friends and to return to our places of work, it is clear that social distancing rules and restrictions over large gatherings of people will impact opportunities for conferences and events over the rest of 2020.

Our intention is to resume our TAPA conference programme in the EMEA region as soon as possible and we are already developing our plans for 2021 but, for the rest of this year, we will be delivering presentations and updates to you in other forms of communication. This will include webinars featuring many of the speakers and panellists who had agreed to participate in our events in 2020 before conference venues were forced to close to stem the outbreak of COVID-19. We'll be sharing details with you soon.

WHY WE NEED YOUR DATA

Even while most of the population in the EMEA region have been staying at home in recent months, we have still recorded hundreds of cargo thefts and losses of millions of euros in TAPA's Incident Information Service (IIS) database.

Now, we are entering a new phase of business as the volumes of goods in supply chains continue to ramp up, and we must wait to see how this impacts losses. Once again, I ask you all to send us any information you see on cargo thefts in our region. Right now, it is even more important that we have your support. Cargo thieves may not have been so active of late but they will have used this time to prepare for new attacks on vulnerable supply chains. We need to know if you see new trends emerging, changes in M.O. or if you suffer losses in countries previously considered to be secure. Intelligence is the greatest tool in our armoury. Please don't keep it to yourself. Inform us at iis@tapaemea.org



STAY SAFE

Throughout the past few weeks, our priorities have been to protect our families. Now, as we head back to our workplaces, please remember to continue to follow all of the advice we have been given to stay safe. The impact of coronavirus is reducing but let's not be complacent. You'll see a reminder of the WHO advice on the back page of this issue.



TRAINING READY FOR TAKE-OFF

Our Training Lead, Markus Prinz, has been working with our Standards Team, trainers and others to put together the materials we need for the new 2020 versions of our Facility Security Requirements (FSR) and Trucking Security Requirements (TSR).

Thank you to everyone involved in this project for your hard work. We are on track to begin our online, virtual training programme in 2H of 2020!



WHAT IS 'NEW NORMAL' TO YOU?

As I said recently on LinkedIn, we are all being told to expect a 'new normal' in the way we live and work in the aftermath of the coronavirus outbreak. The big question is, what does new normal really mean and how is it going to change our working environment? I would be very interested to hear your views and experiences of how your supply chains are going to be impacted in the post-COVID-19 world so we can all consider what this means for supply chain resilience and how we, as an Association, need to respond also. Please contact me if you have information, news or views you're willing to share with us.



PLEASE CONNECT ME WITH...

Supply chains will be under greater scrutiny than ever before as we emerge from such a historic period in our lives. Shareholders, Boards of Directors and management of companies at all levels will be reviewing the resilience of their supply chains like never before.

One thing is certain, there will be changes in both the short and long-term and this will bring new challenges and potential risks to manage. With many companies looking at secondary sourcing hubs outside of China, for example, security professionals will be considering the ramifications of protecting high value, theft attractive products from suppliers in other parts of the globe.

We believe this also presents us with an opportunity to welcome more companies into the TAPA Family as the need for supply chain resilience is given an unprecedented profile. I am asking all of our members for their help with this. If you have partners or suppliers that are not members of TAPA, I would welcome the opportunity to tell them more about the benefits of joining our Association. Just send me their details to Thorsten.Neumann@tapaemea.org or connect us via email or LinkedIn.

Criminals will be looking at supply chains more closely too to identify the security loopholes that can result from operational changes or entries into new markets. Growing our network will help to ensure we have a greater pool of intelligence to keep supply chains safe.

THE DRIVE FOR CONTINUOUS IMPROVEMENT

Next month will mark the end of my first year as President & CEO of TAPA EMEA and I am loving every minute of my new role and the opportunity it is giving me to lead our great Association to the next level of its growth and development.

The key to our success in recent years has been our drive to continually improve what we do as an Association and the value we bring for our members. I already have many ideas for my second year in office but my first priority is to listen to our members. What more can we do to help you? What new areas of supply chain resilience should we focus on? How can we improve our events? How do we grow our membership? I am always open to your ideas and ALWAYS ready to talk.



FAST

FORWARD



Dr. Maria Jesus Saenz

How the COVID-19 pandemic could remake the digital future of global supply chains

Questions over the resilience of supply chains will be front-and-center of the review process conducted by businesses and governments across the globe in the aftermath of the COVID-19 outbreak. One outcome already seems clear; the need for an acceleration of digitization to ensure supply chains are better equipped to cope with a similar international challenge in the future.

Writing on *Medium.com*, Dr. Maria Jesus Saenz, director of MIT Digital Supply Chain Transformation Research and a research scientist at the MIT Center for Transportation & Logistics, who led last month's TAPA Americas' webinar on 'Digital Enablers for a More Resilient Supply Chain: Introduction to the Interaction between Operations, Technology, and Processes' looks at the role of technology in the post-coronavirus supply chain world...

The need to embrace the digital transformation (DT) of supply chains remains critically important for companies, but as is the case in most areas of business, it is being shaped by the COVID-19 crisis.

In some respects, the imperative to pursue DT is even more urgent in light of the pandemic and its repercussions. Also, the crisis has significant implications for the way artificial intelligence (AI) – a core component of DT – is deployed in the supply chain domain.

Digital Transformation-derived flexibility gaining currency

The pandemic is testing the resilience of supply chains as never before, and the consequences for how supply chains are designed and operated will take years to play out. However, what is already clear is that DT will help to define what we mean by a resilient supply chain going forward.

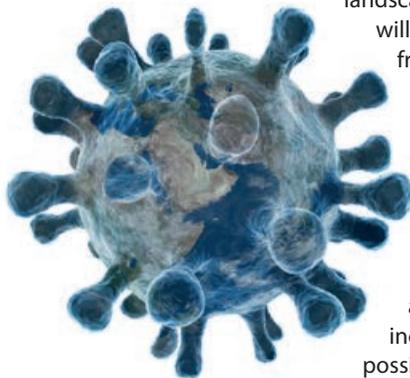
Visibility is fundamental to resilience, and data is intrinsic to visibility. Companies that are relatively advanced in their DT journey are using end-to-end data to connect globally dispersed operations, and are achieving levels of visibility that are not available to less advanced enterprises.



DT also improves the ability of companies to flex with volatile markets and shifting demands. We have seen how powerful this can be as the pandemic has forced drastic changes in the corporate world. For example, manufacturers of autos and fashion apparel have pivoted to produce urgently needed medical and personal protective equipment.

Companies that can turn on a dime in this way have the flexibility and robustness needed to excel in highly changeable markets. DT imbues these qualities because it often requires companies to redesign processes from scratch. Also, they have to be adept at realigning the digital thread when introducing new products. The manufacturers that responded to demands created by the pandemic face this realignment challenge.

Unfortunately, companies that have only just started their DT journey will find it more difficult to achieve this level of flexibility. These enterprises will have to ramp up their efforts in response to market demands.



Moreover, DT lends itself to e-commerce and the service rigors of last-mile delivery. E-commerce has gained ground in the pandemic as stay-at-home consumers order more products online.

Another potential pandemic-related outcome is that DT will help companies to manage the uncertainties of global trade. The COVID-19 crisis is compounding the tensions that disrupted trade flows before the virus erupted. However, globalization will still be a potent force even when the pandemic subsides. For example, a single Apple iPhone is made up of parts sourced from 42 countries. Companies are redesigning their supply networks in response to changes in the global trade landscape. Digitalized supply chains will make it easier for them to switch from one model to another as government policies change.

Digital Transformation's Impact on M&A activity

The fallout from COVID-19 is likely to include more mergers and acquisitions as the crisis increases the vulnerability of possible M&A targets. Here again, DT will play a defining role.

According to one study by MIT Sloan Management Review [1], only 17% of digital platforms survive the competitive dynamics of markets. These failures will weaken the companies involved and make them more attractive M&A targets. Enterprises that are relatively new to DT could also be tempting targets. Digital platforms require a period of maturation to capture the benefits of the expected network effects. However, even mature DT platforms will not be immune to M&A pressures. A robust digital platform could attract interest from increasingly aggressive market predators.

Pandemic puts a human face on Artificial Intelligence

The COVID-19 crisis has important implications for the application of AI in supply chains, especially with regard to how machines and humans work together in these projects.

Insightful research conducted with my colleagues from IE Business School in Madrid, Spain, looked at the importance of the machine/human interface to the success of AI projects. We developed a framework to help companies achieve the best balance between these two vital elements.

The framework is based on four scenarios. The fourth, called human-based AI, involves high-risk situations where humans have the final say in critical decision-making. The COVID-19 pandemic is such a situation. While AI can analyze these types of disasters and provide valuable guidance, the coronavirus crisis is unique, and there is a lack of historical precedents that an AI algorithm can learn from. AI does not consider what happened 100 years ago with the last pandemic. Hence, humans must make the final call.

This experience provides an essential lesson for the future: AI's vast analytical power is not omnipotent, and that humans still represent a vital part of AI projects.

Digital gap reinforces digitalization

The race to harness DT in supply chains will widen the digital divide as the ranks of digitally literate companies becomes more polarized.

This trend was underway before COVID-19 cast a global shadow over businesses, but it will now accelerate, making the case for DT even more compelling.

[1] Cusumano M.A., Yoffie D.B., and Gawer A. *The Future of Platforms*. MIT Sloan Management Review, 2020.

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

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

STANDARDS FAQs #33



Mark Gruentjes



Steve McHugh

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

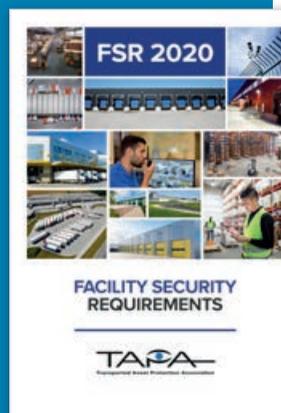
After receiving a steady stream of questions about TAPA's Security Standards from Audit Bodies and our members, we feel it will be beneficial to share some of the questions received and the responses given by the TAPA EMEA Standards Team. We aim to cover 3-5 questions in *Vigilant* each month.

Despite the impact COVID-19 is having on our industry and personal lives, we are encouraged to see that many of our members are still very active in preparing for the introduction of TAPA's updated FSR and TSR Security Standards. The number of questions we are receiving on the Standards is increasing and we know you will have many more.

Your TAPA team has been very busy preparing the final elements in readiness for the 1 July launch of the 2020 Standards in EMEA and APAC, and 30 September launch in the Americas. You should also know that the EMEA and APAC regions have aligned on a project to upgrade the way audits are submitted and that, as of 1 July, we will require all the Independent Audit Bodies (IABs) to use an online platform to record their audits. In time, this will provide the certification holders and TAPA with valuable information that can be used to further improve the TAPA certification service. We will publish more information about the system later this year.

In last month's FAQs, we focused on TSR 2020, so naturally we need to give equal billing to FSR 2020 this time around with this selection from the most recent questions we have received.

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



Question 1.

I note there is a new addition in the FSR for 'IT and Cyber Security Threat'. It is good to see TAPA addressing this important topic. Why is this an optional and not mandatory requirement when surely in the world we live in today, the protection of our networks is a core requirement?

Answer: Both FSR and TSR make the IT and Cyber Security Threat option available. For TAPA, this is the first phase in introducing entry level security measures to improve protection of critical supply chain information systems. Ideally, we would have liked to have made these measures mandatory from day 1 of the updated 2020 Standards being launched, but realistically we had to acknowledge the concerns of many of our members who need

time to understand and plan for any infrastructure changes. Therefore, FSR and TSR will continue to have the entry level IT and Cyber Security Threat module as an 'optional' feature so that it can be included in certifications as required.

Phase 2 in 2021 will see the introduction of a standalone IT and Cyber Security Standard that will require an FSR/TSR IT and Cyber Security certificate to enable it to be eligible for the higher level of certification. The intent of the future IT and Cyber Security Threat Security Standard is the protection of critical supply chain information systems and services. Where possible, the TAPA requirements should not duplicate existing industry standards on cyber threat protection.



Question 2.

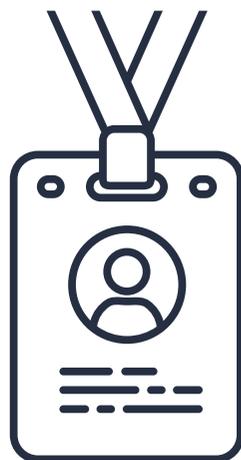
We are constructing a new facility and will invest in a sophisticated automated visitor management system. The system will not require a visitor to be processed by a person on entering and leaving the facility. Visitors will be met and permitted access by the person they are visiting only after being processed by the system.

We are looking to achieve an FSR Level A certification for this facility but have noted that the FSR Standard states that 'Access at office area visitor entry point(s) must be controlled by an employee /guard/receptionist who has been trained on badge issuance, controls, logging, visitors, escort requirement'. Does this mean our facility cannot be TAPA certified even though I am using state-of-the-art automated visitor controls?

Answer: The intent of the TAPA visitor requirements is to:

- ensure a visitor’s identity is validated
- that they are expected
- they are aware of any controls they must follow
- they cannot gain entry until the person they are visiting meets and escorts them

If the intent can be matched by using alternative measures, then this would be a perfect reason to work with your auditor and submit a Waiver Request detailing the features and controls of the visitor management system and the reasons why you deem it to be an alternative solution. TAPA considers each Waiver Request it receives very carefully and, in most cases, will support any viable alternatives to the TAPA requirements. The flexibility that TAPA Standards offer is a key component in their continued use to meet industry needs.



Question 3.

My FSR Level A certified facility has a very busy goods receiving/ shipping yard and we have more than enough external cameras to view the dock areas. During our last TAPA audit, our docks were in constant use and as soon as one truck departed another would soon take its place. The auditor did not issue a corrective action but did say we should consider having more cameras and/or control truck movements, so the camera views were not obstructed so often. I disagreed with the auditor’s comments. We cannot do anything that impacts the operational efficiency without good reasons. What advice can you give me in case this comes up again in a future audit?

Answer: The auditor’s main role is to measure the conformance of the facility to the TAPA Standards. In this case, the auditor offered you some advice but did not raise a non-conformance or issue you with a corrective action, so you should not be too concerned, even if you felt the comments were harsh.

Although meeting the TAPA requirements is important, so too is dealing with any potential weaknesses in your security cover. It could be the auditor was reflecting on the fact that the busy yard increased the risk of a security incident because so many of the camera views were obstructed by vehicle movements. Taking this as a constructive criticism of your CCTV coverage, maybe there are some small changes you could introduce that would mitigate this risk during busy periods, i.e.

- can you introduce a security patrol when the yard is full?
- can some cameras be repositioned to give better views?
- without impacting operations, can truck parking and movement be better controlled so camera views are less obstructed?

There are probably other measures that could be considered but the main thing is to use the feedback you receive from a TAPA audit to at least consider what more you can do to deter criminals from identifying opportunities at your site.



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.

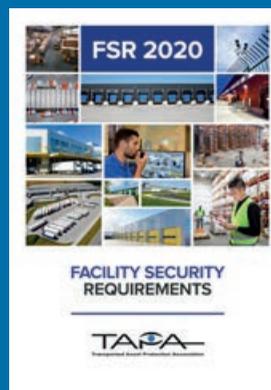


EUROPE, MIDDLE EAST & AFRICA REGION				
FSR	Company Name	Country	City	Class
FSR	DHL Global Forwarding SA (Pty) Ltd	ZA	Kempton Park	A
FSR	DHL Express Germany GmbH	DE	Staufenberg	A
FSR	DHL Express Germany GmbH	DE	Unterschleißheim	A
FSR	DHL Express Germany GmbH	DE	Ratingen	B
FSR	DHL Express Germany GmbH	DE	München-Flughafen	A
FSR	Schenker Dedicated Services Germany GmbH	DE	Schwandorf	A
FSR	Schenker Logistics Nederland B.V.	NL	Tilburg	A
FSR	Schenker Logistics Nederland B.V.	NL	Tilburg	A
FSR	DHL Express (Italy) S.r.l.	IT	Falconara Marittima	A
FSR	Bridgewater Logistics	ZA	Kempton Park	A
FSR	Nouwens Transport Breda B.V.	NL	Breda	C
FSR	DHL Freight Spain SL	ES	Barcelona	C
FSR	DHL Express Germany GmbH	DE	Zimmern ob Rottweil	C
FSR	syncreon The Netherlands B.V.	NL	Venray	C
TSR	Company Name	Country	Category	
TSR	DFDS Logistics	NL	Level 3 / Category Large	

ASIA PACIFIC REGION				
FSR	Company Name	Country	City	Class
FSR	Tradeport Hong Kong Limited	Hong Kong	Lantau	A
FSR	Omni Logistics (Hong Kong) Limited	Hong Kong	Tsuen Wan	A
FSR	OTL Asia Sdn Bhd	Malaysia	Penang	C
FSR	F2 Logistics Philippines, Inc.	Philippines	Pangasinan	C
TSR	Company Name	Country	Category	
TSR	Shenzhen Heheng Freight Co., Ltd.	China	Level 2	
TSR	Securiforce Sdn Bhd	Malaysia	Level 1	

NEED HELP WITH YOUR TAPA FSR & TSR CERTIFICATION PROGRAMMES?

TAPA's Standards Teams in each region are ready and willing to provide you with help and support to begin or increase your FSR & TSR certification programmes. Talk to us about your plans or ask us to answer any questions you have about the new 2020 versions of the Association's Security Standards. We're here to help. Contact us [here](#)





STOP CORONA VIRUS

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 at least 2 metres 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