

# vigilant

THE MONTHLY CARGO CRIME UPDATE FOR TAPA'S GLOBAL FAMILY

## OUT OF REACH?

As border controls tighten across Europe to prevent illegal migration, people traffickers are looking for new places to ply their trade, extending the risks to supply chain security

**Page 3:** Survey results reveal demand for secure truck parking

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TRANSPORTED ASSET PROTECTION ASSOCIATION

# welcome

## SETTING MORE GOALS FOR GROWTH IN 2020

**As your regional TAPA Chairs, we welcome you all to what can be the greatest year of achievements in our Association's 23-year history.**

On the back of the growth we achieved in the Americas, Asia Pacific, and Europe, Middle East & Africa regions in 2019, we go into this new year with a strong platform to build upon as we aim to deliver more benefits for our biggest-ever global membership.

2020 has started with the distribution of the new revisions of our Facilities Security Requirements (FSR) and Trucking Security Requirements (TSR), which will be in force for three years after they go 'live' on 1 July. Behind the scenes, the secretariats of each region are also working hard to bring our members more cargo crime intelligence and to deliver new training and learning experiences through our events, workshops and webinars.

As the leading Security Expert Network for everyone in the supply chain, it is only right that we should be seeking ambitious growth in everything we do. We should also be looking for new, innovative ways to improve our value proposition and to make being a member of TAPA even more compelling.

You too can make this happen by engaging with TAPA in any way you can.

We understand that all our members have very busy, challenging and responsible day jobs and not everyone can devote the time and energy we receive from our regional Boards of Directors or the experts participating in our working groups. However, you can still make a positive difference.

Sometimes a quick conversation, email exchange, recommendation or introduction can lead to a very positive development. It's not always your time that we ask for, but we highly value your knowledge, expertise and contacts. Please think about how you can help TAPA to progress.

An Association is only as great as the size, quality and engagement of its membership. We are extremely fortunate to be part of an industry association which is already hitting new heights in terms of the value it delivers ... but we should never stop wanting to do more.

Work with us in whatever way you can and, together, we can make our collective supply chains more resilient than ever before.



MARCEL  
SAARLOOS  
Chair  
TAPA EMEA



ANTHONY  
LEIMAS  
Chair  
TAPA Americas



TONY  
LUGG  
Chair  
TAPA APAC







## HEADING IN THE RIGHT DIRECTION: TAPA MEMBERS CONFIRM THEY WILL USE SECURE TRUCK PARKING SITES AS MORE BECOME AVAILABLE

**TAPA EMEA's secure parking survey conducted at the end of 2019 has reinforced the Association's commitment to help increase the quality and availability of secure truck parking sites across the region by accelerating the growth of its Parking Security Requirements (PSR).**

Since the launch of PSR last year, TAPA has already established a database of approved parking places and partners offering:

- Over 5,000 secure parking places
- 56 separate sites across the region
- Secure parking in Austria, Belgium, France, Germany, the Netherlands, Romania, South Africa, Spain and the United Kingdom

In 2020, these numbers are expected to rise significantly with more Parking Place Operators (PPOs) already working with the Association to become a TAPA partner or to adopt one of the levels of certification for their sites. This will ensure TAPA's secure parking

programme and PSR maintains its position as the most widely adopted industry benchmark for secure truck parking in EMEA.

The purpose of the survey was to conduct a sense-check of the requirements of TAPA members in the region and to identify any specific views linked to the programme and its continuing development. In total, 62 companies provided feedback.

Overall, 87% of those businesses completing the survey confirmed they were already using secure parking sites when these were identified, although the lack of availability was a regular theme for those providing comments. This statistic, however, still confirms TAPA's view that companies will use secure sites as more TAPA-approved parking sites are promoted in its online database. 77% of those surveyed said they wanted to make increasing use of secure parking spaces.

Of the 56% of respondents who said they had seen a change in the level of crime as a result of using secure parking places, 92% stated positive benefits which increased the resilience of their supply chains.

The cost of secure parking was criticised by seven companies. They stated that the cost usually ends up being paid by transport

providers, which significantly depletes their margins. While, in many cases, customers demand secure parking for their goods in transit, there is also still a question mark over who pays for the additional kilometres covered by vehicles trying to locate a secure parking site. Again, TAPA believes more choice and capacity will help to influence these costs. Currently, secure parking remains in its infancy in terms of the number of sites but an increase in demand and subsequent network growth should bring positive benefits for both users and PPOs.

Some companies also need to be reassured over the actual levels of security provided by sites which claim to offer secure truck parking. TAPA will commence validation audits of sites in 2020 to confirm the status of their parking and to ensure they comply with the Association's requirements. TAPA is also asking any companies which experience non-compliant sites to report these immediately so the appropriate course of action can be taken.

On a more positive note, TAPA received encouraging feedback on its secure parking online tool (SPOT), which helps route planners to identify safe parking places for vehicles.

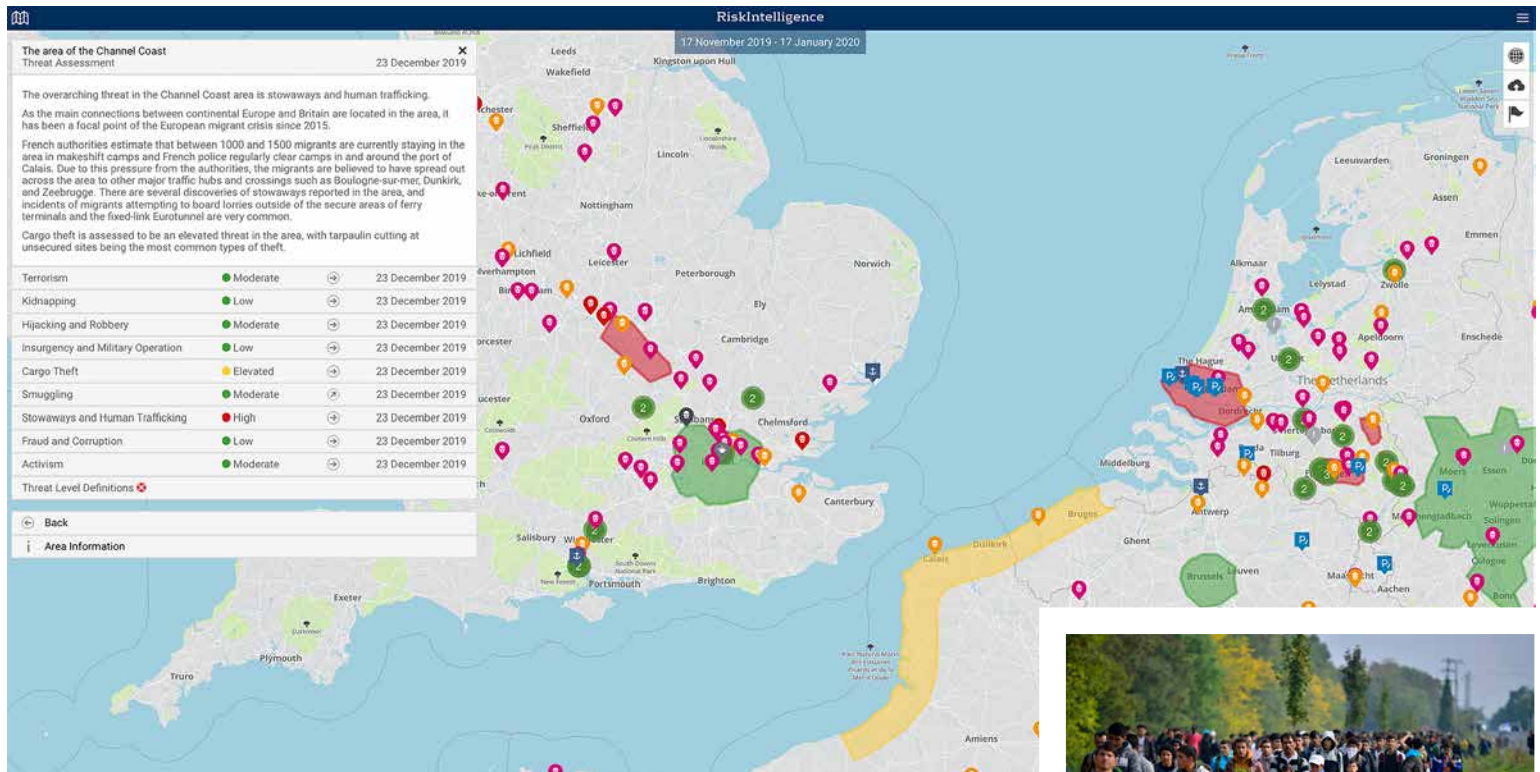
In 2020, TAPA will continue to promote the use of PSR by encouraging more parking site operators to become certified and promoting the benefits of PSR to its transportation and shipper members. The Association will also seek to more than double the number of participating sites.

TAPA also has plans to commence additional checks (validation audits) to ensure participating sites are maintaining the standards which have been required since they joined the PSR scheme. This will add yet more resilience and confidence in TAPA's PSR programme.

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# HERE TO STAY



Europe's Migrant Crisis has added a whole new layer of concerns for supply chain security professionals ... and as Kristian Bischoff, Europe Analyst at Risk Intelligence explains, there's no end in sight as migrants go to new lengths to reach the promised land...

Since the beginning of 2015, the European Migrant Crisis has had a profound impact on multiple countries, Europe's borders, and the European Union itself. For logistics professionals, the most direct impact is rooted in the movement of the migrants across borders, and the need for this to happen undetected due to the ever-increasing border security and law enforcement operations.

Now, in 2020, there are several monthly reports of stowaways discovered at the border checkpoints in Calais, Dover, Zeebrugge and other ports. As these discoveries are made either in France, Belgium or in the UK, the stowaways have often boarded trucks either

*'These types of dangerous activity expose drivers to potential prosecution and psychological distress.'*

deeper in the French or Belgian mainland or other European countries the lorries have traversed. The stowaways or accomplices will often have entered through the roof, or by breaking into the back of the trailers. This can be done in stops as short as five minutes at parking areas or can even happen in heavy traffic. Also, there are reports of more sophisticated cases of lock tampering by human traffickers, making detection by drivers more difficult.

While having nothing to do with the migrants or perpetrators, this means that logistics professionals risk unknowingly becoming a means to illegal migration or human trafficking. This exposes logistics companies to legal penalties and prosecution by authorities. For example, the British government impose fines of up to £2,000 per stowaway discovered in the UK. In addition to this, destruction or contamination of cargo shipments proves to

be a serious issue. We have also seen instances of severe delays of deliveries, as traffic is delayed by police operations and controls, lorries are stopped, or ferries and vessels are turned around.

Even though the above is primarily a threat to business with impact on cargo and time schedules, there is also a potential direct threat against drivers. Older reports from the coastal areas tell of missiles thrown at lorries trying to make them stop, assaults against drivers, and clashes between authorities and migrants. Similarly, there have been reports about migrants and human traffickers establishing roadblocks outside secured areas and terminals, either using various objects or by simply stepping out in front of traffic. They then attempt to board the lorries as they slow down, and queues are created. While these types of incidents have become uncommon, a resurgence cannot be ruled out.



These types of dangerous activity expose drivers to potential prosecution and psychological distress. This is not to mention the potential impact and feelings of guilt that would inevitably be connected to finding deceased migrants in the back of one's lorry.

### The dynamic threat

The threat of stowaways and human trafficking has, since 2015, become a rather dynamic issue. Initially, the threat was centred around Calais in late 2015 and early 2016, as the flow of migrants travelling towards the UK, a popular destination country, naturally ended up in this location. With the English Channel as the main obstacle, in-place security at the Eurotunnel and the ferry terminals, and a lack of other obvious methods of crossing the English Channel, the area was eventually inhabited by large numbers of migrants. With nowhere to go, the migrants set up impromptu camps, with the largest being the Calais Jungle located just outside the Calais ferry terminal, which eventually housed more than 3,000 migrants in squalid conditions. The Calais Jungle was closed in late 2016, with the migrants being transported to centres around France.

More security and barriers at key points was eventually established in the Calais area to mitigate the issue of illegal migration – an effort which has now led to a fragmentation of the problem along the coastline of Northern France and Belgium. As the migrants and traffickers discovered, other ferry connections to the British Isles were just as good as Calais-Dover, and while there is still a considerable presence of migrants at Calais, reports

*'A long-term solution to the problem does not, for the time being, seem realistic.'*



of stowaways elsewhere have become increasingly common. The most recent development from late 2019 is that ports as far west as Cherbourg are now being used extensively by migrants. Similarly, Dutch ports like Hoek van Holland and IJmuiden began to report more discoveries throughout 2019.

This fragmentation itself has shown how the threat has evolved; Stowaways and human trafficking are now a more dynamic issue which moves around in response to the hardening of port security measures, law enforcement, and regulatory efforts and is no longer specifically focused on any one place for longer periods.

Human trafficking groups are increasingly active in North-western Europe, often being

paid large sums by migrants for transit with established smuggling networks, or simply for help entering lorries unnoticed. While rates and services differ, payments of more than €1,000 for passage on a lorry to the UK are not uncommon.

With authorities rushing to combat the problem in their local areas and lacking extensive national policies, the trend of more fragmentation and migrants moving around along the north European coast is likely to continue in 2020.

Concerning Brexit, there has been a scramble in recent months as migrants attempt to make it to the UK before the 31 January deadline. Similar developments have been noted before earlier Brexit deadlines, and are reported to be a result of rumours spread by traffickers about Britain being effectively sealed off from 1 February, leading migrants to believe that their window of opportunity is closing. The traffickers then profit on this uncertainty and fear by upping their prices for transits.

### Trends and the future

The issue of illegal migration and stowaways is not going to go away. The presence of up to 4,000 migrants along the French, Belgian, and Dutch coasts will continue to be a challenge to logisticians transporting cargo between the British Isles and continental Europe, and a long-term solution to the problem does not, for the time being, seem realistic.

Over the autumn and December of 2019, the French authorities reported that they were clearing several migrant camps weekly. The latest clearing of a major migrant camp took place at Dunkirk in September 2019, where some 800 migrants were evicted from a makeshift tent-camp just east of the ferry terminal. The next week, new camps had sprung up in its place. The effect of such operations in the longer term is somewhat unknown, as more pressure by the authorities might just do more to convince migrants that the best bet is to try to reach the UK. Many interviews with migrants have indicated that they are simply not deterred by arrests, detention, or extradition to the EU country of arrival.

These migrants are likely to become increasingly desperate for a solution, which is known to lead to new and increasingly dangerous methods of travel, and a specific trend for the past year has been migrants more ready to take greater risks. An example of this is the use of refrigerated trailers and containers to hide in, as the low temperatures inside the trailers make it easier for migrants to hide from heat-signature scanners in major ports.



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*'A Brexit deal in line with the policies of the British government led by Boris Johnson could exacerbate the threat significantly. With adequate solutions to border controls and the requirement for customs checks lacking, there is a chance of long delays and major queues on both sides of the channel.'*

However, as the tragic Essex case from November 2019 illustrates, this is also extremely dangerous as migrants risk hypothermia while locked in trailers for hours on end.

Another indicator of the preparedness to take greater risks is the six-fold increase from 2018 to 2019 in attempted crossings in small crafts from the French beaches to the British Coast. As the English Channel is considered one of the straits with the heaviest shipping traffic in the world, this is an extremely dangerous journey, and reports have started to surface of drowned migrants on British, French, and Belgian beaches. This has prompted French and British authorities to increase maritime surveillance measures, as well as patrolling the coastlines for dinghies and other small vessels.

Increases in security and barriers at ferry terminals may also lead to large-scale incidents like the 2019 storming of Calais, as migrants could start organising to overcome security measures. Similarly, more desperation may lead to more confrontations as migrants may start to view violence as a last resort.

A Brexit deal in line with the policies of the British government led by Boris Johnson could exacerbate the threat significantly. With adequate solutions to border controls and the requirement for customs checks lacking, there is a chance of long delays and major queues on both sides of the channel. This could present an opportunity for migrants to attempt to board static lorries outside the barriers at the Eurotunnel and the ferry

terminals spread across northern France, Belgium, and the Netherlands. While these attempts will be unsuccessful in most cases, it could still cause chaos on the northern European roads.

In a more geopolitical sense, as the migrants have often stayed in Europe for years, or come from Sub-Saharan Africa, the drop in migrant arrivals from the civil wars in the Middle East, the original catalyst for the Migrant Crisis, to Europe's frontiers in 2018 and 2019 have had little effect on the overall issue. Furthermore, a destabilisation of the region as of the beginning of 2020 could lead to new flows of migrants towards Europe and have major threat implications over the coming years.



*Author:*  
Kristian Bischoff  
Europe Analyst  
Risk Intelligence

## A FREE TRIAL OF THE RISK INTELLIGENCE SYSTEM FOR TAPA MEMBERS

**Risk Intelligence has partnered with TAPA to substantially enhance the visibility of cargo theft incidents inside the Risk Intelligence System.**

Hans Tino Hansen, CEO of Risk Intelligence, said: "Cargo theft has reached historic levels and is affecting all modes of transport across the logistic supply chain. The situation underscores the need for efficient risk mitigation tools and having access to the right incident and threat hotspot monitoring 24/7/365."

"Another great partnership with one of the leading supply chain risk management platforms supports TAPA's role as the Security Expert Network for everyone in the supply chain and will increase our ability to provide

our members with the best sources of cargo theft intelligence to increase their supply chain resilience. As the leading Association in this field, TAPA is looking to develop more of these types of partnerships to help tackle rising cargo crime in the EMEA region and globally," added Thorsten Neumann, President & CEO of TAPA EMEA.



The new partnership between Risk Intelligence and TAPA raises the visibility of cargo theft

by incorporating a vast number of TAPA's recorded cargo theft incidents into the Risk Intelligence System. Risk Intelligence analyses and assesses these incidents individually, creating additional value from the data. This provides clients with a dedicated cargo theft incident layer, which will enhance the user experience and substantially increase situational awareness for logistic professionals around hot spots and areas of interest.

TAPA members now have the opportunity for a free trial of the Risk Intelligence System. Request a free trial now - [click here](#)





# TAPA APAC EXPANDS ITS SECRETARIAT TEAM TO ACCELERATE REGIONAL GROWTH

**TAPA APAC has appointed Samantha Tiong as Public Relations and Communications Manager and Krystle Tan as Training and Administration Executive to reinforce the Association's commitment to members in the region and increase its profile.**

Samantha will lead TAPA APAC's marketing campaigns to expand membership outreach and promote engagement among members, whilst Krystle will administer TAPA APAC's training and certification processes to ensure accurate and efficient training support for all members.

Samantha has spent more than five years in marketing and communications across various roles with service and technology firms, overseeing marketing strategy and brand visibility, including engagement through advertising campaigns, sponsored content and e-newsletters. Samantha said: "I am excited to widen the appeal of TAPA APAC through new marketing tactics and to demonstrate how our Association delivers value to our members' businesses in the new decade."

With over nine years of experience, Krystle is skilled in coordination, administration,



**Samantha Tiong**

*Public Relations and Communications Manager*



**Krystle Tan**

*Training and Administration Executive*

pre-sales and post-sales services. Commenting on her new role, she said: "With more trainings and events lined up this year, I look forward to assisting TAPA APAC in providing valuable training sessions to members that are

professional, relevant to their requirements and experiential. Training and certification are the core of TAPA and this inspired me to join the TAPA APAC organization."



TAPA APAC Chairman Tony Lugg said: "With an aggressive agenda for 2020, the new Board are excited to have two experienced members joining the secretariat. It is important

that TAPA keeps adding value for our members and I am sure that their contribution to all will not go unnoticed. Samantha and Krystle can be contacted by members who wish to publicise any of their TAPA certifications or who require in-house or related training".

**Any members wishing to contact Samantha or Krystle can reach them at [samantha.tiong@tapa-apac.org](mailto:samantha.tiong@tapa-apac.org) and [training@tapa.apac.org](mailto:training@tapa.apac.org) respectively.**

*With an aggressive agenda for 2020, the new Board are excited to have two experienced members joining the secretariat. It is important that TAPA keeps adding value for our members and I am sure that their contribution to all will not go unnoticed. Samantha and Krystle can be contacted by members who wish to publicise any of their TAPA certifications or who require in-house or related training*



# UNDER ATTACK

Organized crime is now one of the biggest challenges for retailers in the U.S. with loss prevention teams reporting a significant rise in cargo thefts last year and the increasing use of violence by offenders ...

**The latest Organized Retail Crime (ORC) Report from the National Retail Federation (NRF) in the United States reveals that 73% of the 63 retailers who participated anonymously in the survey suffered cargo thefts in 2019 compared to just 30% in 2018.**

The NRF is the world's leading retail trade association and represents an industry which contributes \$2.6 trillion to the country's GDP and supports one in four U.S. jobs. Conducted annually, the report helps retailers measure the impact of organised retail crime and understand 'evolving tactics to fight the ongoing challenge.'

Overall, 97% of those surveyed said they had been victims of ORC in the past 12 months. Despite retailers' best efforts, the industry has yet to see a meaningful reduction in the impact of these crimes, which continue to present a serious challenge. Data for 2019 shows losses for the 63 companies participating in the survey of \$703,320 for every \$1 billion in sales.

One of the factors contributing to the continuing threat is rising felony thresholds that reduce the risk for ORC criminals, the NRF survey says. It also points to the growing use of violence by ORC gangs: 68% said they felt ORC offenders are exerting more aggression and violence than they did a year ago.

Looking at the industry's response, the report states:

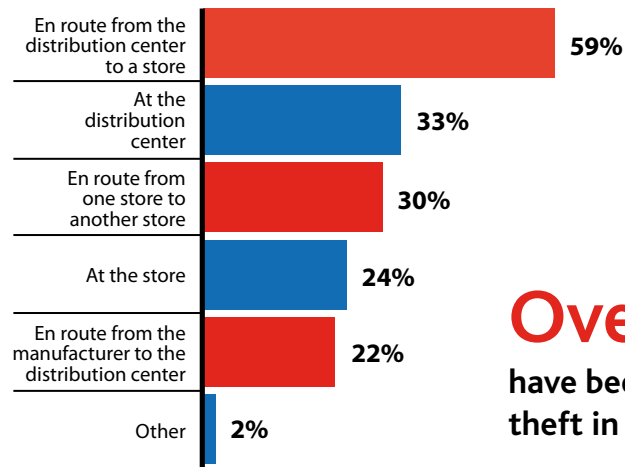
- 65% said ORC is more of a priority for their organisation now compared with five years ago
- About a quarter of respondents said their companies had made changes to address ORC or plan to do so, including changes to point-of-sale and returns policies
- Approximately half are allocating additional technology resources and increasing their loss prevention budgets to address the overall risk

- 16% have changed their employee screening policy

Additionally, 71% believe a federal law is needed to effectively combat this issue.

Looking at the types of organised retail crime, the survey states: "Retail supply chains offer ORC gangs the chance to steal merchandise in large quantities, often before it even reaches the store. A majority of retailers surveyed said they've been a victim of cargo theft in the past year. En route from distribution center to store in the most common place for cargo theft to occur."

Within the past 12 months, where has your company been the victim of cargo theft?



**Over 7 in 10**  
have been a victim of cargo theft in the past 12 months



Top cities affected by ORC



- |    |  |
|----|--|
| 1  | Los Angeles  |
| 2  | New York   |
| 3  | Houston  |
| 4  | Chicago  |
| 5  | Miami  |
| 6  | San Francisco/Oakland, Atlanta                       |
| 7  | Baltimore, Philadelphia, Arlington/Dallas/Fort Worth |
| 8  | Sacramento   |
| 9  | Orange County, Las Vegas                             |
| 10 | San Diego  |



Within the 12 months, the top five locations of cargo thefts were recorded as:

- 59% - en route from the distribution center to a store
- 33% - at a distribution center
- 30% - en route from one store to another store
- 24% - at the store
- 22% - en route from the manufacturer to the distribution center

One popular strategy for ORC gangs is to steal merchandise, then return it in the form of merchandise credit or gift cards. They then sell these credits for cash. Loss prevention teams most commonly identify this type of theft on websites. Not surprisingly, most ORC activity is seen around larger cities and regions.

The items most stolen in ORCs in 2019, according to those completing the survey, were:

- Designer clothes = 25%
- Infant formula = 16%
- Razors = 16%
- Designer handbags = 15%
- Laundry detergent = 15%
- Denim pants = 13%
- Energy drinks = 11%
- Allergy medicine = 10%
- High-end liquor = 10%
- Teeth whitening strips = 8%
- Pain relievers = 8%
- Cigarettes = 7%
- Deodorant = 7%
- Laptops/tablets = 7%
- Weight loss pills = 7%

*Overall, 97% of those surveyed said they had been victims of ORC in the past 12 months. Despite retailers' best efforts, the industry has yet to see a meaningful reduction in the impact of these crimes, which continue to present a serious challenge.*



# 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...



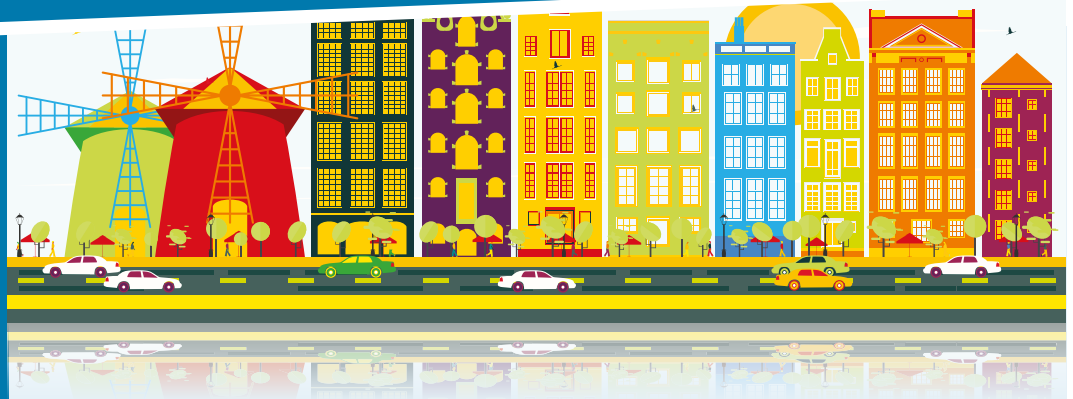
## READY FOR A TRANSFORMATIVE YEAR OF GROWTH

I wish all of our members and partners in the global TAPA Family a very happy, healthy and successful New Year – and I hope you managed to enjoy your Christmas breaks without any cargo crime interruptions.

2020 is going to be a transformative year for our Association in the EMEA region and I also know our colleagues in the Americas and Asia Pacific are equally ambitious to deliver more membership benefits in the course of the year. We are moving forward in so many areas with more members, new Standards, increasing levels of intelligence and initiatives such as webinars, workshops and explainer videos. Our goal, simply, is to go on improving because this will inspire our growth and development which, in turn, will give us more resources to reinvest in everything we offer to our members.

In EMEA, we are ready to open doors to new opportunities – and we are open to new ideas. We want to continue to grow and improve all our current deliverables; IIS, training, supporting our members' TAPA Standards programmes, and networking conferences.

I am always ready to listen to your ideas for ways we can improve. TAPA EMEA is your Association and it is our members which give us our strength. You can reach out to me directly at any time at [Thorsten.Neumann@tapaemea.org](mailto:Thorsten.Neumann@tapaemea.org)



## ARE YOU IN AMSTERDAM?

I am very excited about the changes we are making to our first conference of 2020 in Amsterdam and the fantastic list of speakers and panellists the event is attracting. If you haven't registered yet, please do so now to support our preparations and budget planning. It is going to be an amazing conference. I look forward to seeing you there.

# THANK YOU!

## A MILESTONE ACHIEVED

I cannot complete this month's update without a big 'thank you' to the entire global team who ensured we delivered our new FSR and TSR Security Standards to our members this month as promised. This ensures everyone has sufficient time to prepare for the our new Standards, which go 'live' on 1 July 2020. An amazing team effort by all involved.



CRM

## MY 'TO DO' LIST...

... includes updating our website and looking at our options for a new CRM system to manage our growing level of engagement with members and supply chain security stakeholders. More updates will follow as these projects progress.



## MOST LOOKING FORWARD TO...

Speaking to members of the Swiss Shippers' Forum in Interlaken. I'll be one of the speakers at this year's event, which has 'force majeure' as its main topic. I'll also be taking every opportunity to raise the profile of TAPA EMEA to help grow our engagement with more manufacturers and their logistics partners. Hopefully, some will recognise the vital role we play in supporting the most resilient supply chains and we'll soon be welcoming them as members too.



## START-UP STARS

At our conference in Amsterdam in March, we hope to hand over the podium to a group of the most innovative start-up companies who we believe are going to make a big, positive difference in the world of supply chain security. These short updates and the chance to network with our members are a great opportunity for businesses looking to make a big impression on our industry. Introduce us to the businesses you'd like to see on our agenda. Get in touch as soon as possible.



## THE NEXT SCM TALENT POOL

**One of the most rewarding things we can all do is share our knowledge and expertise with up-and-coming security, risk and supply chain management specialists.**

Often, finding opportunities to help the next generation of our industry's leaders can be a challenge but for anyone seeking inspiration, look no further than the Supply Chain Management programme at the University of Applied Sciences for Public Administration in Bremen, Germany. I have been personally involved in contributing to this programme for several years and continue to do so alongside TAPA EMEA's Training Lead, Markus Prinz.

**Most recently, TAPA has given two presentations to the students in Bremen to give them a thorough overview of supply chains and the security risks they face. We covered...**

- What is supply chain logistics, who's involved and how important are logistics procedures
- What types of transport solutions are possible
- Security risks facing the logistics industry
- Why security experts need to think differently
- The difference between conditionally controllable & uncontrollable risks
- Using TAPA Security Standards to minimise risks in the supply chain
- Understanding different national security programmes
- Airfreight security vs. other modes of transport
- Importance of Incoterms
- TAPA IIS and using intelligence in crime prevention
- How cybercrime and social media can influence security and transport risks

I also wish to acknowledge the strong support of TAPA members Franz Wirtz GmbH

in Bornheim and Hammer GmbH & Co. KG in Aachen for giving us access to their fleets and expertise to enable us to deliver the most realistic and practical demonstrations as part of this education process.

Longer-term, I believe TAPA EMEA can, and should, do even more to develop future supply chain security leaders. I welcome your thoughts on how we can be more active.



EUROPE, MIDDLE EAST & AFRICA REGION

# CARGO CRIME MONITOR

## CARGO THEFT BY COUNTRY

DECEMBER 2019

Austria	1 (0.7%)
Belarus	1 (0.7%)
Cameroon	1 (0.7%)
Denmark	1 (0.7%)
Finland	1 (0.7%)
France	1 (0.7%)
Germany	24 (16.6%)
Hungary	1 (0.7%)
Italy	2 (1.4%)
Netherlands	34 (23.6%)
Nigeria	3 (2.1%)
Portugal	1 (0.7%)
Russia	33 (22.9%)
South Africa	5 (3.5%)
Spain	1 (0.7%)
Sweden	6 (4.2%)
Switzerland	1 (0.7%)
United Kingdom	27 (18.7%)



€786,673

Average loss for the 10 major cargo crimes reported to TAPA's Incident Information Service (IIS) in December 2019



€9,673,827

Total loss for the 61 or 42% of crimes stating a value

15

Number of TAPA IIS product categories recording losses in December 2019





# 144

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

## €5,000,000

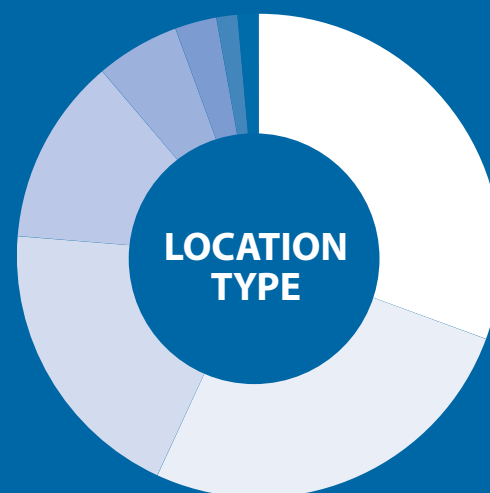
**Biggest single loss -**  
Theft of a large shipment  
of Clothing & Footwear  
products from a vehicle in  
Helmond, North Brabant, in  
the Netherlands.

Number of countries  
in EMEA reporting incidents

# 18



Theft from Vehicle.....	62 (43.0%)
Fraud.....	33 (22.9%)
Theft of Vehicle.....	15 (10.4%)
Theft from Facility.....	9 (6.2%)
Theft of Trailer.....	5 (3.5%)
Theft from Trailer.....	5 (3.5%)
Theft from Container.....	5 (3.5%)
Theft.....	4 (2.8%)
Hijacking.....	4 (2.8%)
Robbery.....	2 (1.4%)



Services 3rd Party Facility.....	44 (30.6%)
Unclassified Parking Location.....	38 (26.3%)
Unknown.....	28 (19.4%)
Destination Facility.....	18 (12.5%)
En Route.....	8 (5.6%)
Origin Facility.....	4 (2.8%)
Maritime Transportation Facility.....	2 (1.4%)
Authorised 3rd Party Facility.....	2 (1.4%)

## 16

Crimes in EMEA recording a loss value of  
between €50,000 & €100,000 produced a  
combined loss total of €1,119,100

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



# €158,587

## AVERAGE LOSS VALUE IN THE MONTH



## 26.3%

Or 38 of the recorded incidents took  
place in Unclassified Parking Locations



### MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	81 (56.3%)
Deception Other	23 (16.0%)
Unknown	15 (10.4%)
Deceptive Pick Up	12 (8.3%)
Violent & Threat with Violence	9 (6.2%)
Deceptive Stop	2 (1.4%)
Forced Stop	1 (0.7%)
Theft from Moving Vehicle	1 (0.7%)

# A BUSY CHRISTMAS FOR CARGO THIEVES WITH DECEMBER LOSSES OF MORE THAN €9.6M IN 18 COUNTRIES ACROSS EMEA



As *Vigilant* went to press, cargo crime data for December 2019 in the Europe, Middle East & Africa (EMEA) region was still being collated but the 144 incidents already recorded for the month had still produced a total loss of more than €9.6 million.

This figure - **€9,673,827** – was one of the highest monthly loss totals of 2019 and came from just the 61 or 42.3% of crimes reporting a value. The average loss for these incidents stood at **€158,587**.

10 major incidents, with losses of **€100,000** or more, accounted for **€7,866,731** of the monthly total, averaging **€786,673** per crime. The incidents *Vigilant* is authorised to publish involved:

## €5,000,000

On 8 December, offenders escaped with a large shipment of clothing and footwear from a vehicle in Helmond, North Brabant, in the Netherlands. No further details are available.



## €1,200,000

Another Theft from Vehicle crime on the A2 in Möckern in the German state of Saxony-Anhalt on 4 December involved the loss of a consignment of perfumes. The driver had parked in an unclassified parking location for a night rest.



## €500,000

Clothing and footwear products were also targeted in Florence, Italy, on 5 December, disappearing from an Authorised 3rd Party Facility. During the night, unknown perpetrators blocked the streets around the warehouse, using three stolen vans and a stolen car, before using another vehicle to force their way through a boundary fence to enter the warehouse.



Investigators said the crime took just 10 minutes to enact.

## €170,000

In Helsingborg, Sweden, on 4 December, thieves cut the tarpaulin curtain of a truck carrying tobacco products and escaped with eight of the 33 pallets inside the vehicle, which had stopped in an unclassified parking location.



## €147,245

17 pallets of training shoes were taken from a truck in Johnstonebridge, Dumfries and Galloway, in Scotland on 17 December while the driver was asleep in his cab. According to the TAPA IIS incident report, the offenders parked a 7.5 tonne truck alongside the lorry and cut the curtain side of the vehicle to reach the cargo. The loss may have been even higher if the driver had not woken up and disturbed the thieves.





€144,210

TAPA's Incident Information Service (IIS) recorded a high number of crimes in December involving fraud and deception. They included this Deceptive Pick-up of a shipment of computers/laptops from a Services 3rd Party Facility in Germany on 12 December. The empty truck was recovered several days later.



€144,138

In Moscow on 21 December, another Deceptive Pick-up from a Services 3rd Party Facility resulted in the loss of a cargo of textiles. The driver, who produced forged documentation to make the collection, has reportedly been involved in previous incidents.



€144,138

The Central Region of Russia was the location of this loss of a shipment of pharmaceuticals on 22 December. After collecting the cargo in the town of Golikovo, the driver later unloaded the goods in an unauthorised location before disappearing.



€100,000

On 13 December, offenders drilled a hole in the wall of a facility in Aveiro on the west coast of Portugal to steal several industrial refrigerators filled with cod, which were loaded onto waiting vehicles and driven away.



**TAPA recorded cargo crimes in 18 countries in the final month of 2019, most notably:**

-  Netherlands – 34 incidents, 23.6% of the December total
-  Russia – 33 incidents, 22.9%
-  United Kingdom – 27 incidents, 18.7%
-  Germany – 24 incidents, 16.6%

**Losses were reported in 15 TAPA IIS product categories, with double-digit incident rates for:**

- Food & Drink – 27 thefts
- Tobacco – 18
- Furniture/Household Appliances – 16

Theft from Vehicle – with 63 crimes or 43% of the monthly total – was the most reported type of incident, followed by 33 cases involving Fraud and 15 Theft of Vehicle crimes. The three most recorded types of location were Services 3rd Party Facility with 44 incidents or 30.6% of all reported crimes, Unclassified Parking Location with 38 or 26.3%, and Destination Facility with 18 or 12.5%.

TAPA members can source the most up-to-date intelligence using the online IIS database.



**Goods targeted in December...**

PRODUCT CATEGORY	No	%
Food & Drink	27	18.7%
Unspecified	26	18.1%
Miscellaneous	21	14.5%
Tobacco	18	12.5%
Furniture/Household Appliances	16	11.1%
Metal	7	4.8%
Tools/Building Materials	6	4.2%
Cosmetics & Hygiene	5	3.5%
Clothing & Footwear	5	3.5%
Computers/Laptops	4	2.8%
Cash	2	1.4%
Phones	2	1.4%
Tyres	1	0.7%
Toys/Games	1	0.7%
Pharmaceuticals	1	0.7%
Car Parts	1	0.7%
Agricultural Materials	1	0.7%

**TAPA EMEA also recorded 16 crimes with a loss value of between €50,000 and €100,000 – worth an overall total of €1,119,100 or an average of €69,943. In this loss category, the top 10 crimes – nine of which occurred in Russia - were:**

**€98,927** – the theft of chemicals from a vehicle in Moscow on 7 December

**€94,222** – another crime in Russia involving fraud and the loss of a shipment of clothing and footwear after the driver diverted the cargo to an unknown location in Moscow Oblast on 5 December

**€87,711** – a further Deceptive Pick-up in Russia. This theft of meat in Kolomna in the Central district on 26 December was carried out by a driver using forged paperwork. The same driver is believed to have been involved in similar incidents in the previous two years

**€87,111** – fake documentation was also used in the theft of construction materials from a Services 3rd Party Facility in Moscow

**€80,000** – in Amsterdam in the Netherlands on 29 December, thieves stole a vehicle loaded with 24 pallets of alcohol and six pallets of spices from a Services 3rd Party Facility



**€71,035** – the same type of location was involved in this loss of a cargo of tyres in Northwest Russia on 11 December in yet another Deceptive Pick-up

**€69,186** – the theft of food and drink products in Moscow Oblast on 23 December

**€69,186** – another case of a loss being facilitated by a bogus driver in Russia, this crime in Valischevo on 21 December saw the theft of a shipment of textiles

**€63,283** – thieves stole a shipment of meat from a Services 3rd Party Facility in Klementyev on 5 December

**€58,474** – another theft of meat products by a driver using forged documentation, this crime took place in Odintsovo in Russia's central region on 26 December



STANDARDS

REGULATIONS

COMPLIANCE

REQUIREMENTS

# HANDLING COMPLIANCE

**Senior management commitment and clear guidelines are the most important factors in a successful Export Compliance Program (ECP) and are key to avoid supply chain disruption, delegates attending a two-day TAPA APAC training workshop were told.**

Held last month in Singapore, the training was to increase TAPA members' understanding of Trade Compliance Regulations and to provide support in developing their supply chain risk management programs. The event was attended by leading global logistics, insurance

and supply chain companies, including Allianz Global, DHL, iG Logistics, Zurich Insurance and other leading manufacturers and logistics services providers.

**The workshop highlighted 8 Key Elements of an effective Export Compliance Program (ECP):**

1. Management Commitment
2. Risk Assessment
3. Export Authorization
4. Record keeping
5. Training
6. Audits
7. Handling export violations and taking corrective actions
8. Building and maintaining your ECP

Trade compliance expert and trainer, Martin Palmer said: "Trade compliance is a particular focus now due to the unpredictable changes impacting supply chains which are being caused by disruptions like trade wars, new legislation, data requirements, eCommerce and increased illicit trades. These disruptions are affecting businesses in Asia and controlling international export and import of goods, products, information and technology." Factors impacting ECP for companies, he said, were:

- organization size
- strategic nature of items and possible end-uses or end-users
- geographic location of an organization, subsidiaries, and customers as well as your relationships with business partners
- volume of exports
- complexity of internal export processes

"It is key that all of these factors are taken into account when assessing your risks," Martin added.

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*'Trade compliance is a particular focus now due to the unpredictable changes impacting supply chains which are being caused by disruptions like trade wars, new legislation, data requirements, eCommerce and increased illicit trades.'*

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Delegates at TAPA APAC's Trade Compliance training workshop.



Export control laws can be enforced by countries on individuals or corporations in relation to offences committed extra-territorially. Specifically, US export controls apply to any person (US or Non-US), wherever they may be located, that deal in US origin items, or items with US content that exceed certain content levels, either physically or in design. Any trade involving US goods, services, currencies, information or technology can have transit implications in the APAC region.

All supply chain parties need to stay alert to keep abreast of upcoming changes in customs regulations and to adhere to new rules. Non-compliance with customs requirements can result in the seizure of goods and detention of personnel.

China has proposed an extra-territorial application similar to US export control law and this is expected to be finalized early in

2020. As the China-US trade war negotiations conclude phase one of the agreement, companies should foresee the impact, which is likely to include blacklisting of foreign entities and individuals that cut-off supplies to Chinese companies.

Elsewhere in the region, Thailand's export control law on Weapons of Mass Destruction Related Items Act received Royal Assent on 20 April 2019 and came into force on 1 January 2020. This translates to increased controlled activities for export, re-export, transshipment, transit, brokerage and more.

Export compliance risks can negatively affect company reputations and export business, if ignored. The goal of every business should be to identify preventable risks it may face and to then build safeguards to manage these risks. Companies which fail to identify risks in advance, and focus solely on getting orders

out, can create compliance vulnerabilities which will require much more work to correct in the future.



Tony Lugg, Chairman of TAPA APAC, said: "Logistics Service Providers (LSP) can act as a safeguard and review your export information, but, at the same time, the shipper is responsible for the accuracy of the information provided to their LSP/forwarder. This obligation cannot be transferred to the LSP."

In some 66% of cases, supply chain penalties are related to transactions with Denied Parties – individuals, organisations or places whose right to trade has been impacted by restrictions enforced by government authorities. Companies are advised to screen their supply chain partners against Denied Parties Lists and avoid providing any economic benefit or resource to any government, entity, organisation or individual named on the lists.

Commenting on the value of the workshop, Jason Soon of DHL Supply Chain, said: "The training was very relevant and insightful. Martin shared information about how the US jurisdiction can affect our USD transactions and the importance of trade compliance across borders. I look forward to more training and even certification programmes to enhance the knowledge on trade compliance."

Amos Ang of Zurich Insurance, added: "My key takeaways from this training are understanding the impacts of red flags and extra-territorial implications on custom laws, and learning new methods to check on compliance within my organisation," while Kerry Logistics' Jacky Poon stated: "Martin did a great job in sharing his knowledge on trade compliance in the APAC region. An effective trade compliance system requires management support, awareness of all staff aside from just the compliance team, and the retention of proper records."

As we prepare for new challenges in the next decade, trade compliance requires a well-developed Trade Compliance Management System (TCMS) as a form of internal control to monitor compliance and detail internal protocols and procedures put in place to deal with all risks relating to trade compliance. Industry standards like TAPA and ISO are critical for businesses in recognizing compliant supply chain partners and to avoid hefty costs of non-compliance, such as financial penalties, trading restrictions, jail time and reputation damage, TAPA APAC says.

**For more information about Trade Compliance Training, please contact the TAPA APAC secretariat at [info@tapa-apac.org](mailto:info@tapa-apac.org)**



# STANDARDS FAQs #29



Mark Gruentjes

## 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.



Steve McHugh

The updated 2020 versions of TAPA's Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) have been released and are now available for you to view. It's, therefore, time for new and existing users to begin making plans to use the new versions to support their supply chain resilience programmes.

The updated 2020 versions of FSR and TSR can be accessed on the TAPA website. The current Standards (the 2017 versions) will remain in place until the new versions officially replace them on 1 July 2020.

Although the new Standards are ready, we still have much to do. We want to pilot the new FSR and TSR requirements with some of our members to help TAPA and the audit bodies to prepare for the official launch. We will also be updating the training material and publishing a new training schedule for our members and Independent Audit Bodies (IABs).

It's very important we hear from you if you do have any questions or need to know more about the updated versions.

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



### Question 1.

***Do I need to participate in TAPA training for the updated Standards?***

**Answer:** It's worth noting that from 1 July, anyone completing any TAPA audits for the new versions must have taken and passed the relevant exam for the appropriate Standard. If you are required to complete and submit TAPA audits for your business to TAPA or an Independent Audit Body this may impact you.

Even if you have been trained on earlier versions of the TAPA Standards, there will be additional training needed. TAPA will soon provide details on how you can be trained and qualified to support audits for the new Standards.

### Question 2.

***If the 2020 versions of the Standards are ready now, why can't I use them to be certified before 1 July?***

**Answer:** Publishing the Standards is the first phase. We also need to provide new training materials and create an infrastructure to support the introduction of the new Standards. Therefore, we will not be able to support an earlier introduction. Releasing the Standards 6 months ahead of them being officially introduced is in response to our members requesting more time to absorb the new versions and prepare for their implementation.







### Question 3.

*I like what I have seen so far in the updated FSR 2020. The new multi-site option could benefit my company, but what is the best way forward?*

**Answer:** If you are undecided about using the multi-site option, then we suggest you attend one of the future FSR training sessions that will be published soon. If you want to go ahead with multi-site certification and need some advice as to your options, then contact TAPA. We will be pleased to help you and your audit body to scope the best way for your company to embrace this new option.

### Question 4.

*The TSR has some interesting new ideas on vehicle escorts and truck monitoring. Would TAPA be able to help me with supplier and equipment selection?*

**Answer:** We can and will help you with general advice but, due to our independent status, we cannot endorse any suppliers or branded equipment. You could also seek advice by using your TAPA membership to contact other TAPA members for help and advice too.





# AMSTERDAM 2020

TAPA EMEA CONFERENCE

**18 & 19 MARCH 2020**



Transported Asset Protection Association

**Learn about security risks and opportunities for increased supply chain resilience as our expert speakers and panellists address topics including...**

- Blockchain
- Autonomous vehicles
- Artificial intelligence
- Social media threats

... and much, much more. Don't miss out.

**REGISTRATION NOW OPEN!**

**Technology will take centre stage at TAPA EMEA's first conference of 2020 in Amsterdam on 18 & 19 March.**



## TAPA EMEA 2020 Conferences – Sponsorship & Exhibitor Opportunities

Don't miss out – request a copy of our new 2020 event brochure and make your brand stand out at our first event of the year in Amsterdam on 18 & 19 March.

**Contact:** [claudia.kusche@tapaemea.org](mailto:claudia.kusche@tapaemea.org)



# 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 Belgium N.V.	BE	Willebroek	A
FSR	CHI Deutschland Cargo Handling GmbH	DE	Frankfurt am Main	C
FSR	DB Schenker & Air Terminal Handling	FR	Roissy-Charles de Gaulle	A
FSR	DHL Airways GmbH	DE	Köln	A
FSR	DHL Aviation (Maroc) S.A.	MA	Casablanca	A
FSR	DHL Aviation (Maroc) S.A.	MA	Tanger	A
FSR	DHL Express (Norway) ICE	NO	Vigra	A
FSR	DHL Express Germany GmbH	DE	Raunheim	A
FSR	DHL Express Mozambique GTW	MZ	Maputo	A
FSR	DHL Express Mozambique LDA (SVC)	MZ	Maputo	A
FSR	DHL Express Spain S.L.U.	ES	Tarragona	A
FSR	DHL Express Turkey	TR	Antalya	C
FSR	DHL Freight Austria	AT	Kalsdorf	C
FSR	DHL Freight Germany GmbH	DE	Langenhagen	C
FSR	DHL Freight Germany GmbH	DE	Bremen	C
FSR	DHL International (UK) Limited	GB	London	A
FSR	DHL International (UK) Ltd	GB	London	A
FSR	DHL International (UK) Ltd - LPL	GB	Liverpool	A
FSR	DHL International Express	FR	Saintes	A
FSR	DHL International Express	FR	Geispolsheim	A
FSR	DHL International UK (LCN) Ltd	GB	Lincoln	A
FSR	DHL International UK (LCY)	GB	East Ham	A
FSR	DHL International UK Ltd	GB	Swindon	A
FSR	DHL International Ukraine - DNK Station	UA	Dnipro	C
FSR	DHL International Ukraine - LWO Station	UA	Lviv	C
FSR	DPDgroup UK Ltd	GB	Liverpool	C
FSR	DPDgroup UK Ltd	GB	Oldham	C
FSR	Gebrüder Weiss d.o.o.	RS	Dobanovci	B
FSR	Gebrüder Weiss EOOD	BG	Sofia District	A
FSR	Gebrüder Weiss Gesellschaft m.b.H	AT	Maria Lanzendorf	A
FSR	Gebrüder Weiss Kft Budapest	HU	Dunaharaszti	A
FSR	Geodis Freight Forwarding LLC	AE	Dubai	A
FSR	Schenker d.o.o	HR	Zagreb	A
FSR	Schenker N.V.	BE	Zwevegem	A
FSR	Schenker s.r.o.	SK	Bratislava	A
FSR	Schenker spol s.r.o.	CZ	Nučice	A
FSR	Schenker spol. s.r.o.	CZ	Strančice	A
TSR	Company Name	Country	Category	
TSR	ESA s.r.o. sp. z o.o.	PL	Level 3 / Category Large	
TSR	Eurologic Transports S.A.	GR	Level 1 / Category Small	
TSR	International Alexander SRL	RO	Level 1 / Category Small	
TSR	LLC "Autopromsnab-Spedition"	BY	Level 3 / Category Large	
TSR	LLC "Autopromsnab-Spedition"	BY	Level 1 / Category Medium	
TSR	Polar Special B.V.	NL	Level 2 / Category Small	
TSR	UAB Girteka Logistics	LT	Level 1 / Category Large	

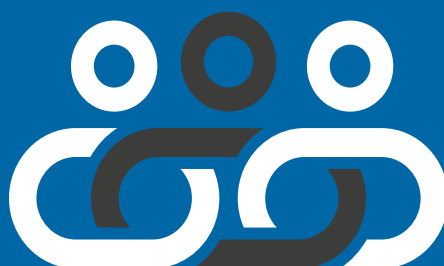


## ASIA PACIFIC REGION

FSR	Company Name	Country	City	Class
FSR	Dongguan RoadSimple Supply Chain Management Ltd	China	Dongguan	A
FSR	DHL Supply Chain (Malaysia) Sdn Bhd	Malaysia	Penang	A
FSR	LF Logistics Services Pte Ltd	Singapore	Singapore	A
FSR	EXPANSYS (Hong Kong) Limited	Hong Kong	New Territories	A
FSR	PT. Windu Persada Cargo	Indonesia	Bekasi	A
FSR	DHL Sinotrans International Air Courier Ltd. - KQE Service Centre	China	Shanghai	A
FSR	DHL Sinotrans International Air Courier Ltd. - DQE Service Centre	China	Shanghai	A
FSR	PT Schenker Petrolog Utama	Indonesia	-	A
FSR	NNR Global Logistics (M) Sdn. Bhd. (Company No: 286516-T)	Malaysia	Penang	A
FSR	Uni-Glory International Logistics Co.,Ltd	China	Shanghai	A
FSR	Toll Holdings Pty Ltd (Toll Global Express)	Australia	Prestons	A
FSR	Flexport Asia Ltd.	Hong Kong	New Territories	A
FSR	Agility Logistics Sdn Bhd	Malaysia	Penang	A
FSR	Sinotrans (HK) Warehousing Ltd	Hong Kong	New Territories	A
FSR	Cathay Pacific Services Limited	Hong Kong	Hong Kong	A
FSR	Wuxi JD-LINK Supply Chain Solution Co., Ltd.	China	Wuxi	A
FSR	TES-AMM Corporation (China) Ltd	China	Shanghai	A
FSR	Century Distribution Systems (Int'l) Ltd. c/o ShenZhen Chinex Logistics Co.,Ltd.	China	Shenzhen	C
FSR	DKSH Malaysia Sdn Bhd - CGL1	Malaysia	Selangor	C
FSR	Century Distribution Systems (Int'l) Ltd. c/o Shanghai Chinex Logistics Co.,Ltd - Building #3	China	Shanghai	C
FSR	CEVA Freight Shanghai Limited c/o CEVA Logistics	China	Shanghai	C
FSR	DHL Global Forwarding (Thailand) Limited	Thailand	Bangplee Samutprakarn	C
FSR	Maersk Hong Kong Limited	Hong Kong	New Territories	C
FSR	Zuellig Pharma Specialty Solutions Group Pte Ltd	Singapore	Singapore	C
FSR	DHL Global Forwarding (New Zealand) Ltd	New Zealand	Christchurch	C
FSR	Bolloré Logistics Singapore Pte Ltd	Singapore	Singapore	C
FSR	Century Distribution Systems (Int'l) Ltd. c/o Shanghai Chinex Logistics Co.,Ltd - Building #1	China	Shanghai	C
FSR	Zuellig Pharma Inc. c/o Zuellig Pharma Taiwan	Taiwan	Taoyuan	C
TSR	Company Name	Country	City	Class
TSR	Sinotrans (Zhengzhou) Airport Logistics Co., Ltd.	China	Zhengzhou	Level 2



## WELCOME TO OUR NEW MEMBERS



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

Company	Country	Website
ZT Netherlands BV	NL	<a href="http://www.ztsystems.com">www.ztsystems.com</a>
BK Pharma Logistics / BK Sneltransport	NL	<a href="http://www.bksneltransport.nl">www.bksneltransport.nl</a>
Pharmafreight	GB	<a href="http://www.pharmafreight.com">www.pharmafreight.com</a>
Nord Partner Sp. z o.o.	PL	<a href="http://www.nordpartner.pl">www.nordpartner.pl</a>
Regnum Intertrans Kft	HU	<a href="http://www.regnumtrans.com">www.regnumtrans.com</a>
T3 Security Systems Solutions / Surveillance Solutions	ZA	<a href="http://www.t3grp.co.za">www.t3grp.co.za</a>
Johnson Matthey PLC	GB	<a href="http://www.matthey.com">www.matthey.com</a>

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

Company	Country	Website
JHJ International Transportation Co., Ltd	China	<a href="http://www.jhj.com.cn">www.jhj.com.cn</a>
Kunshan Xinning Logistics Co.,Ltd	China	<a href="http://www.xinning.com.cn/">www.xinning.com.cn/</a>
3M Dragon Logistics Corporation	Philippines	<a href="https://www.facebook.com/3mdlogistics/posts/we-are-3md-logistics/658625734475230/">www.facebook.com/3mdlogistics/posts/we-are-3md-logistics/658625734475230/</a>
Arvato Digital Services Pte Ltd	Philippines	<a href="http://www.arvato-supply-chain.com/en">www.arvato-supply-chain.com/en</a>
CTS International Transportation (Guangzhou) Co.,Ltd	China	<a href="http://www.ctsfreight.com">www.ctsfreight.com</a>
Ningbo Blue Dragon Logistics Co.,Ltd	China	<a href="http://www.bluedragon.com.cn">www.bluedragon.com.cn</a>
EXPO Freight Limited	Sri Lanka	<a href="http://www.expofreight.com">www.expofreight.com</a>
Zuellig Pharma Limited (Thailand)	Thailand	<a href="http://www.zuelligpharma.com">www.zuelligpharma.com</a>
TES-AMM Corporation (China) Ltd	China	<a href="http://www.tes-amm.cn/">www.tes-amm.cn/</a>
LRQA (Shanghai) Co., Ltd	China	<a href="http://www.lr.org.cn">www.lr.org.cn</a>
ACD Logistics PTE Ltd	Singapore	<a href="http://www.acd-logistics.com">www.acd-logistics.com</a>
Qingdao ZG Warehouse Co., Ltd	China	<a href="http://www.zg-express.com">www.zg-express.com</a>
SC Global Trans (HK) Co., Ltd	China	<a href="http://www.scg-scg.com/">www.scg-scg.com/</a>

# meet THE BOARD

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

## Selvaraj Balasubramaniam, TAPA APAC

### *Tell us about your day job?*

After leaving the military and venturing through several pharma companies, I am now the Head of Infrastructure, Safety, and Environmental Sustainability & Engineering (ISEE) and Security at Boehringer Ingelheim Singapore Pte. Ltd. in Asia Pacific, one of the world's largest pharmaceutical companies. As my colleagues work in various environments across offices, third-party warehouses, a training centre and a manufacturing facility in the region, my role in the business is to be an enabler in ensuring our business operations and employees are safe and secure. More importantly, to help upkeep our commitment to our customers in delivering quality products. Hence, our supply chain robustness is very crucial for the organization and we are taking all possible measures to keep this in check.

### *How has your involvement at TAPA APAC helped you in your day job?*

By achieving TAPA's TSR, FSR & GSR Standards for the organization and applying these methods in my day-to-day work with business partners, our supply chain controls and processes have improved and tightened over the years. TAPA is a platform for me to interact with many professionals, gain new perspectives and learn industry best practices that I can bring back to my organization as solutions for our issues and problems. One key example is setting up an internal supplier audit program in my region to perform audits on our third-party suppliers. We

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*'Communication is the key factor to a successful committee and data collection system.'*

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identify safety and security gaps together to prevent business disruption. In supply chain, integrity and on-time delivery is the key success. To achieve this, you need to build a strong control around the processes, which TAPA has helped us to do significantly.

### *When did you first encounter TAPA?*

I was first introduced to TAPA in 2009 when I was performing a similar role in another organization in a manufacturing setting. It was my very first experience with a supply chain audit from C-TPAT (Customs-Trade Partnership Against Terrorism) and it taught me one important lesson; lack of awareness on the topic of supply chain security. I was then driven to learn more about how

and what are the minimal standards to adhere to in order to be ready for such an audit again. This was when I identified that TAPA is a globally recognized standard which our organization must implement. Eventually, I was motivated to be part of the TAPA APAC Board to learn more about building and applying a resilient supply chain security program for my organization.

### *How long have you been a Board Member?*

I started my journey by being a member of TAPA through the organizations I have been working in since 2009. This has also indirectly helped me to bring those organizations to be part of the TAPA committee.





In 2018, I was elected as a co-opted Board member as part of the working group to manage IIS and, in 2019, I was elected to be a Board Member.

### ***What are your Board responsibilities?***

Starting January 2020, I will be leading the IIS working group together with Keven Liang. This will be an interesting time for us as we will be setting new strategies to reach out to TAPA members to gather their inputs and providing quarterly updates to the APAC community on how the statistics of these incidents are evolving.

### ***What advice would you give to our members to utilize TAPA's IIS more efficiently?***

I would like to take this opportunity to request to anyone who has experienced incidents or come across articles or cases related to supply chain theft incidents to come forward and share this information in our IIS database. The data collection system is designed in a manner which does not capture any personal details. What we want to know is the type of incident, the extent of damage and the corrective action taken. This will help our members to gain insights as to the best practices used in tackling these issues. Communication is the key factor to any successful committee.

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

I have set three priorities for myself in TAPA APAC:

1. Network and learn from the members in this committee
2. Organize and deliver a quarterly telecon which provides updates for members on IIS and, in these calls, introduce speakers who will provide insights into current supply chain issues and challenges
3. Provide a detailed and analyzed annual summary of incidents reported in APAC to help members plan safer supply chain routes



## **BSI hosts combined TAPA FSR and TSR training in Kuala Lumpur**

**Over 25 TAPA APAC members, from companies including GEODIS, Powertech Technology, Sampo Holdings and Agility, attended the combined Facility Security Requirements (FSR) & Truck Security Requirements (TSR) training hosted by BSI in Kuala Lumpur, Malaysia, last month.**

The training provided an in-depth understanding of both the FSR and TSR requirements in the following key areas:

- Understanding the need for a standardised security standard
- Ensuring safe and secure in-transit storage, warehousing and transport operations
- Attaining the minimum acceptable standards for security throughout the supply chain and adopting the methods used to maintain those standards
- Auditing methods after implementation

Trainers from the TAPA APAC Board of Directors, Roger Lee and Sangar Kandasamy, engaged members with recent case studies, group discussions and videos to demonstrate the Association's requirements. Members highlighted the practicality of the Standards in attaining global recognition and preventing cargo crime. For more information about TAPA APAC training courses or to provide feedback, please contact the regional secretariat at [training@tapa-apac.org](mailto:training@tapa-apac.org)



**Introduce your regional TAPA Secretariats to contacts you'd like to see join our Association... and we'll reach out to them with more information on the benefits of joining the global TAPA Family.**

**TAPA**  
Transported Asset Protection Association

Share my  
incident data  
with TAPA'S  
IIS team

Encourage my  
transport providers  
to adopt TAPA's TSR  
Standard

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

Grow our number of  
TAPA FSR certified  
sites

Introduce TAPA  
to my local law  
enforcement  
contacts

Add a requirement  
for TAPA Security  
Standards to our  
logistics contracts

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

PUT FORWARD  
IDEAS FOR  
CONFERENCE  
TOPICS OR VIGILANT  
ARTICLES

Encourage our  
partners and  
suppliers to join  
TAPA

## Make these your TAPA 2020 New Year's Resolutions

**We wish a very happy New Year to the global TAPA Family.**

2020 is going to be 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**  
Transported Asset Protection Association

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