vigilant

THE MONTHLY CARGO CRIME UPDATE FOR TAPA'S GLOBAL FAMILY

COMING, READY OR NOT

Brexit is back - you may not be prepared but for cargo thieves 1 January 2021 promises a ready-made window of opportunity

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TRANSPORTED ASSET PROTECTION ASSOCIATION

welcome

COVID CONCERNS, BREXIT WARNINGS AND RISING LEVELS OF CRIME

There's no question that Covid concerns continue to dominate our business and personal lives as we try to protect our families, friends and businesses through these troubled times.

Not far behind in the business sense, especially for our colleagues in Europe, is the issue of Brexit as the clock ticks down to the end of the transition period and new border controls come into force on 1 January 2021. Of course, anything which has the potential to disrupt or delay the flow of goods is not only a risk to British and European businesses, it has global ramifications for trade.

As you'll read in this issue, one of the biggest challenges for those in the frontline of Brexit is the simple fact that so much remains undecided, just eight weeks before the start of the New Year. Warning bells are being rung, increasingly loudly, to warn businesses of the risks of not being ready for the changes but after 27 years of not having to consider customs clearances for UK/EU and EU/UK exports and imports, is the message getting through?

Clearly, many businesses will be well-prepared and, for them, 1 January may pose very little threat, but it's clear from media reports that the UK government is deeply concerned that a very large percentage of trucks turning up at the border will either be turned away or held while the necessary documentation requirements are completed. The resulting security risks of a high volume of parked trucks, all loaded with goods, is clear to us all. Only time will tell, and that time is rapidly approaching.

'The resulting security risks of a high volume of parked trucks, all loaded with goods, is clear to us all. Only time will tell, and that time is rapidly approaching.'

This month, *Vigilant* also reports on the latest cargo crime trends in South Africa, and shares the August and September incident data for the EMEA region, which has recorded another 502 crimes in TAPA's Incident Information Service (IIS) database in a period of just 61 days with a loss value in excess of **€23 million**.

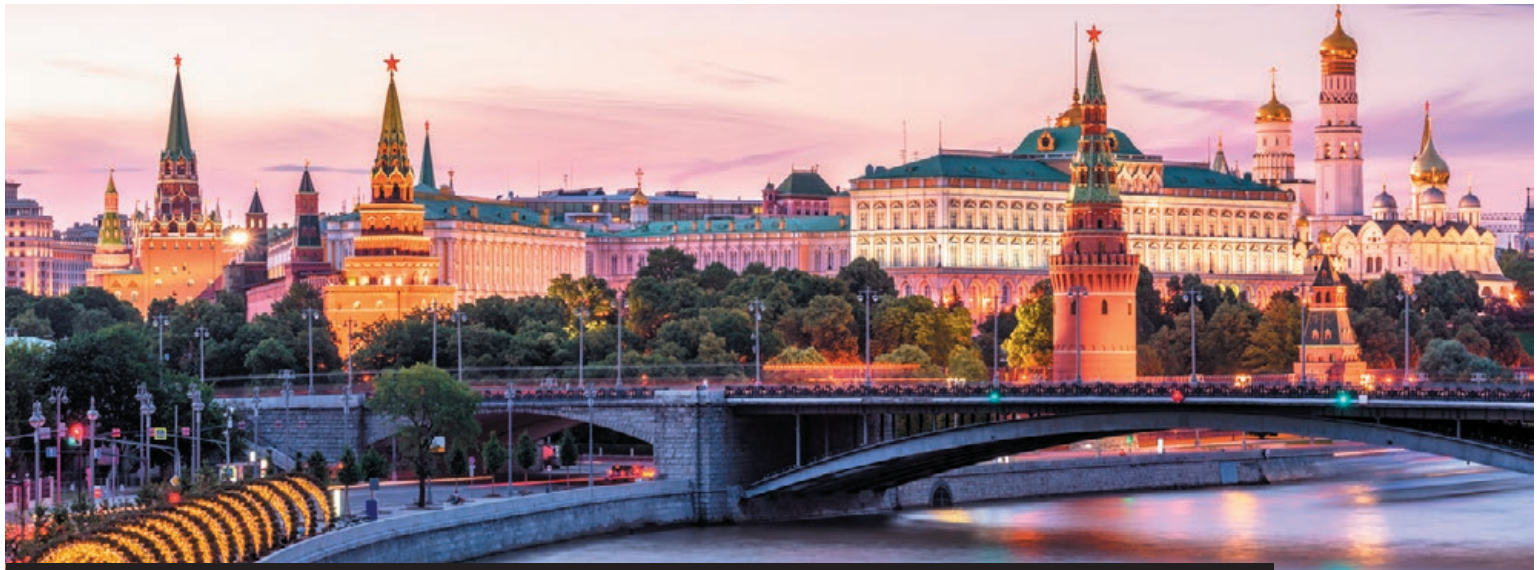
As for TAPA Americas, we are absolutely delighted to now be hosting *'The Pete Mento Trade School'* webinars and you'll read more about the first two topics Pete has covered and find links to catch up with his updates. Pete is very well-known to TAPA members and respected not only for his expertise but also the entertaining way he shares his insights. I urge you to check in with this very informative series.

TAPA APAC, meanwhile, reports on how its latest training courses are leading to strong growth in the adoption of TAPA's Security Standards in Asia Pacific, and shares updates on the region's latest podcast looking at training and recruitment for supply chain security professionals. You can also read about how the shortage of shipping containers in the region is increasing security concerns at Asian ports.

Plus, you can find out more about TAPA's local training programme for companies in Russia and the CIS, read the key outcomes of the EMEA region AGM, see August crime statistics for Brazil and Mexico, and get more answers to your questions about the FSR and TSR certification process and compliance requirements from TAPA's Standards experts.

Enjoy reading this month's *Vigilant* – and stay safe!

ANTHONY LEIMAS
Chair, TAPA Americas



BUILDING A PLATFORM TO GROW TAPA'S SECURITY STANDARDS IN RUSSIA AND THE CIS

TAPA EMEA trainer Ilya Smolentsev reviews the latest support given to companies in Russia and the CIS and discusses why demand for TAPA's FSR and TSR Standards in these countries is on the increase

According to independent research data, cargo thefts in Russia annually bring losses of more than **4.5 billion Rubles (€50 million)**. In contrast to the main theft methods seen across the EU, Russia differs significantly and mostly suffers from fraudulent pick-ups where organised crime groups utilise various methods including falsified documents (25%) and the Internal M.O. of drivers unloading in unauthorised locations (65%). With the current economic conditions increasing demand for lower cost back load capacity, this latter scheme, due to its complexity from a legal point of view, has become a real nightmare for local shippers and logistics providers when losses occur.

In the current world, of course, domestic supply chains in Russia are not alone in facing tremendous security challenges.

Crime methods evolve very rapidly and leave little hope for the owners of products that their stolen goods will be recovered. Therefore, the value of resilient, efficient and secure supply chains has never been more obvious than today in a landscape dominated by Covid-19 restrictions.

This is leading the demand for TAPA's Security Standards as more and more Manufacturers and Logistics Service Providers (LSPs) recognise the benefits of adopting unified, consistent and globally applicable standards as part of their corporate supply chain security policies. TAPA's FSR and TSR are proven industry standards and far more appealing to users than the time, cost and complexity of developing stand-alone solutions, which are very often inadequate and soon out-of-date.

In September, TAPA EMEA hosted two local training courses in Russian for members which are actively developing, and need to protect, their businesses in such dynamic and challenging risk environments as Russia, Kazakhstan, Belarus and Ukraine. In respect of Covid-19 restrictions, the TAPA training team and local training provider RIFT Advisory International delivered the courses through four day-long online sessions, presenting the new 2020 revisions of the FSR and TSR Standards and answering questions from the participants.

The courses welcomed local representatives of leading companies such as Philip Morris International, Samsung, SGS, Kuehne + Nagel, DHL, Ahlers, AsstrA and Merck, as well as local LSPs from the CIS region, APS Solver and Primum. With all of the participants already having a good command of the 2017 versions of the FSR/TSR requirements, most questions were related to the new 2020 provisions related to multi-site certifications of the FSR and the modular approach of TSR.

The future potential for TAPA's security requirements to be more widely adopted in Russia and the CIS region is already very clear, particularly as the changes to the 2020 Standards bring even greater value and opportunities for efficiencies. We are also seeing more local manufacturers introduce the FSR/TSR requirements into their commercial tender procedures to select compliant and responsible LSPs.

Special thanks to our local team of trainers, consisting of Oksana Bogun, Customer Relations Director of Ahlers Russia, Vladimir Matsal, Stada Security Director, and Ilya Smolentsev, RIFT Advisory International and the support also provided by two experienced TAPA co-trainers, Andrey Matveev of Ozon and Ivan Reznik from Ahlers.

The new 2020 FSR and TSR Standards and related checklists are now available to download from the TAPA EMEA website via this **link**

'More local manufacturers are introducing TAPA's FSR and TSR requirements into their commercial tender procedures to select compliant and responsible LSPs.'

COMING, READY OR NOT

2020 has been a year like no other for most of us, dominated by a virus that has cost over 1.15 million lives globally and plunged the world into an economic recession which the Chief Economist of the World Bank says it could take five years to recover from.

For business leaders in every sector, over the past six months it has been almost impossible to focus on anything but finding the most sustainable way through this sudden and unexpected crisis – and, for most, it will be hard to think about anything else for a long time to come as they battle to protect the futures of their organisations.

Against such a dramatic and damaging backdrop, every business can be forgiven for letting Covid-19 dominate their thinking. They have shareholders to satisfy, customers to support and jobs to protect. Right now, the very survival of companies of every size remains in the balance with no end date in sight to the current crisis.

It's not surprising then that the previous big talking point for governments and businesses in Europe, and consequently all over the world, has been quietly pushed into the background – but that's about to become a major problem for companies that are unprepared.

Remember Brexit?

Yes, it's back – well, actually, it never went away – and time is rapidly running out to prepare for the changes if you're moving goods between the UK and EU and vice versa. As well as all the obvious financial consequences of not being able to trade seamlessly in these major markets, failure to have all the necessary requirements in place may also play conveniently into the hands of Organised Crime Groups targeting supply chains because, as TAPA members know only too well, anything which disrupts, slows or stops the physical flow of goods often presents a ready-made opportunity for cargo thieves.

Last month, a leaked letter to trade bodies from UK Cabinet Office Minister, Michael Gove, warned of the risks for traders which are not ready for EU border controls.

Up to 7,000 trucks carrying goods from the UK to the EU might face delays of up to two days at the Port of Dover after the Brexit transition due to border controls, regardless of the outcome of future relationship discussions which continue between UK and EU leaders.

As TAPA often states, 'trucks at rest are trucks at risk'. Michael Gove's letter reportedly estimated up to 7,000 trucks carrying goods from the UK to the EU might face delays of up to two days at the Port of Dover after the Brexit transition due to border controls, regardless of the outcome of future relationship discussions which continue between UK and EU leaders.

The British government is said to estimate that between 40% and 70% of trucks travelling to the bloc on 1 January 2021 may not be ready for the new border controls. Adding to the confusion and likely congestion is the lack of capacity at French ports. Clearly, some businesses so overwhelmed by the pressures of Covid-19 might be gambling on the outcome once the New Year arrives, hoping that the warnings and forecasts were actually far worse than the reality. Such thinking may be the biggest risk of all.

So, what potential supply chain security risks should companies be prepared for, before and after the end of the Brexit transition period on 31 December 2020? *Vigilant* asked Jason Breakwell, Vice Chair of TAPA EMEA and a senior executive in the road transport industry, for his insight…

There are some potential security risks to be prepared for, before and after the end of the transition period on 31 December 2020.

"Any truck arriving at a border without correct or complete declarations will need to wait whilst any irregularities are fixed. This could cause congestion in port areas and, in worst case, queues of trucks on access roads, especially in Kent. Trucks could become trapped in lines of stationary traffic and be at risk of cargo theft. Trucks may need to be parked up until correct declarations have been made and this could reduce parking capacity in the few safe zones available to drivers on routes towards ports in the EU and UK. Drivers may not be able to reach planned safe zones if they are delayed by unexpected Customs problems," he says.

The best practise, he adds, is simply to 'be prepared'. "Ensure all Customs, safety/security (and sanitary, if applicable) declarations are made in advance of arrival at the border. This will enable trucks to access the green channel and avoid any potential delays."

The British government is said to estimate that between 40% and 70% of trucks travelling to the bloc on 1 January 2021 may not be ready for the new border controls.

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Breakwell also highlights:

- Trucks driving towards the Kent ports of Dover and Folkestone without a Kent Access Permit will need to park further inland until the permit has been issued. You need to ensure trucks are parked in safe zones;
- In anticipation of congestion around the short sea terminals at Calais, Dover and Folkestone, some traders are already recommending or even mandating use of longer ferry routes, for example across the North Sea or from/to ports in north west France. It's important to note the ports of Calais and Dover and Eurotunnel have confirmed they are fully prepared and don't expect delays. However, if you will be using alternative routings, you need to assess risks on these routes and plan a back-up in case your truck misses a booked ferry. Most of the longer ferry routes are only operated once or twice per day and there is extremely high demand for capacity, especially for driver accompanied services which may need to be booked at least 48 hours in advance;
- Due to the uncertainty surrounding the final EU/UK trade deal, exporters and importers may increase trade volumes before the end of 2020 to boost inventory levels, which could lead to a spike in demand for transport capacity and the risk of subcontracting pyramids, which have been known to be infiltrated by bogus transport companies;
- Carriers (hauliers) will be responsible for the Safety and Security declarations that will be necessary next year. You may need to implement contractual agreements covering the exchange of data and also liability in case of false or incomplete declarations that could result in demurrage and Customs penalties;
- Customs controls can result in higher levels of criminal activity, for example fraudulent declarations and smuggling.

Even so close to the deadline, so much is still undecided. More will obviously become clear in November and December, but four facts are already clear and should be in no doubt:

- Regardless of the final deal between the EU and UK, Customs controls will apply from 1 January 2021;
- In addition to mandatory Customs declarations for all goods exported and imported, there will be other new procedures which shippers and traders need to be ready for;
- Due to the very late formulation of requirements, ongoing trade negotiations and no EU/UK road haulage agreement so far, some of the services and systems are not yet tested or available for hauliers and traders to become familiarised with;
- As a consequence, some traders and hauliers will simply not be ready and some vehicles will need to stop at borders to complete or correct procedures, causing congestion and, therefore, heightened risks around ports.

Don't be misled by the status quo which has existed throughout 2020 to date. As part of the 12-month Withdrawal Agreement between the UK and EU, although the UK is no longer a member of the EU, it has continued to be subject to EU rules and remained a member of the single market and Customs union. Once this transition period ends at 23:00hrs UK time on 31 December 2020, Customs controls will apply to UK and EU trade for the first time since the single market was introduced in January 1993.

One of the drivers of the transition period was to provide time to initiate, develop and test systems and procedures to manage the predicted 400 million Customs entries per annum for the 43% of UK exports going to EU countries and the 51% of UK imports from the EU. An estimated 180,000 traders will be making Customs entries for the first time next year, so if you haven't already given this sufficient priority, it is now going to be an immense challenge to employ and train staff, file the necessary applications and prepare for new practices, especially as some processes are still not ready or fully transparent.

You'll find more details in the UK government's *Border Operating Model*. Click **here** to download the publication.

If your company exports goods from the UK to EU, you'll need to be prepared for a number of significant changes:

- You will need a GB EORI number to trade with the EU – click **here** for more information
- There will be changes to Incoterms which define how goods will move, who will pay the freight charges and transit insurance
- Commodity codes will apply for all goods moved – see more **here**

An estimated 180,000 traders will be making Customs entries for the first time next year, so if you haven't already given this sufficient priority, it is now going to be an immense challenge to employ and train staff, file the necessary applications and prepare for new practices.

- These codes need to be shared with your freight agent/logistics service provider (LSP) who you must contract to make Customs declarations on your behalf
- Your freight agent/LSP should be able to give advice on the production of Commercial Invoices which will be needed to generate Customs and border declarations
- Your transporter will be required to make safety and security declarations for all movements into the EU, including Ireland, from 1 January
- Sanitary or phytosanitary (SPS) declarations will also become mandatory from 1 January for movements of animals, products of animal origin, plants and plant-based products. Inspections will be done at the port of entry to the EU
- Customs, sanitary and security declarations can be made in advance of arrival at the border and this method is recommended to minimise friction.

If you're a road transport company moving goods from the UK to EU, you will also need to be prepared for some important new procedures from 1 January 2021:

- You'll need a UK EORI number – find out more **here**
- You'll also need an EU EORI
- You must ensure that CMRs are completed more thoroughly, including a full description of commodities
- UK-based drivers will need an International Drivers Permit
- UK-based drivers will need a passport that is valid for at least six months
- UK hauliers may need an International Operators License or possibly ECMT permits. Cabotage may not be permitted in EU member states. Carriage of loads between two member states may also not be permitted for UK hauliers. These points are subject to the ongoing EU/UK negotiations
- Your drivers will need to have the TADs (Transit Accompanying Document) for goods travelling under Transit (NCTS)
- A "pre-lodgement" model will be implemented at Ro-Ro ports using the GVMS (Goods Vehicle Movement Service). Hauliers will need to use GVMS to obtain a GMR (Goods Movement Reference) (see separate panel)

- A "Smart Freight" System (SFS) called "Check an HGV is Ready to Cross the Border" will be used from 1 January to help hauliers assess safety and security risk and confirm they are ready to cross UK – EU borders (see separate panel)
- You'll need to register each movement via the portal of the Customs authority of the first country of entry to the EU (examples below) and you'll need the Customs MRN to do this.

  https://rxseaport.eu/en/

  https://douanes.public.lu/dam-assets/fr/commerce_international/brexit/DGDDI-Brexit-Presentation-EU-Smart-border-EN-vF.pdf

  https://www.revenue.ie/en/customs-traders-and-agents/brexit/customs-declaration-roles-and-responsibilities/importer/bringing-goods-into-Ireland-from-great-britain-gb.aspx

  https://www.portbase.com/en/brexit/

Safety and Security Declarations (also known as Entry Summary Declarations or ENS/ICS) for all shipments will be mandatory from 1 January. Whilst the haulier will be responsible for these declarations, the exporter, their freight agent or their LSP will probably make the declarations as they have more detailed shipment data. Clear guidance for all routes is not yet in place but these declarations will need to be done in advance of export movement.

You can register here to receive UK government updates via this link **https://www.gov.uk/transition**

GVMS and 'Check an HGV is Ready to Cross the Border'

It is still not clear when GVMS will be ready or when it's use will become mandatory. The current understanding is that it will be mandatory from 1 January for all transit (NCTS) movements for EU/UK and UK/EU, and also all GB/NI, movements. Full introduction of GVMS is expected by 1 July 2021.

Hauliers will be able to access GVMS via a web portal or by integrating their software with an API. Once operational, hauliers will need to declare Customs MRNs, SSDs (and SPS references if applicable) to obtain a finalised GMR (goods movement reference). Ferry operators and Eurotunnel will not accept booking requests without a finalised GMR. The UK government recently announced GVMS software integration will not be available until December. TAPA will share the GVMS link when it becomes available.

The UK government also announced this month that the 'Check an HGV is Ready to Cross the Border' service will be available by late December. Hauliers can already participate in tests by following the 'Contact us' link **here**

This service will help hauliers ensure they have the correct declarations for each truck exiting the UK. Access to the county of Kent in south east England will be controlled for trucks using the ports of Dover and Folkestone. These trucks will require a 'Kent Access Permit' and failure to obtain a permit in advance of each journey will result in a £300 penalty.

Similar requirements and new procedures will be phased in during the first half of 2021 for companies exporting or moving goods from the EU to UK.

Eurotunnel and French Customs have produced very useful explanations of the new procedures, which are available via these respective links – **Eurotunnel** and **French Customs**.

Jason Breakwell, who will provide a further update in next month's *Vigilant*, said: "The sudden imposition of so many controls in a very short period is unprecedented. Furthermore, the complexities and fragmented nature of supply chains increase the potential risk. The best advice to TAPA EMEA members involved in EU/UK or UK/EU trade, is to research the changes thoroughly, speak with their trade bodies and increase communications with their customers, suppliers, partners and government agencies. There is now no time to waste."

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…

COUNTING DOWN TO A SURGE IN CARGO CRIME?

It's almost impossible to come to terms with the fact that the UK and EU are still haggling over the terms of their future working relationship with only some eight weeks to go before the end of the transition period.

While so much remains undecided, the warning signs are loud and clear for anyone involved in supply chain security. There is going to be disruption, possibly on an unprecedented scale, and it may play directly into the hands of crime groups which make their living out of targeting supply chains.

A few statistics stand out from the Brexit article in this month's issue of *Vigilant*:

- The potential for 7,000 trucks carrying goods from the UK to the EU to face delays of up to 2 days – and that's just at one UK port
- 40-70% of trucks travelling from the UK to the EU on 1 January 2021 might not be ready for the new border controls
- An estimated 180,000 traders will be making Customs entries for the first time
- 400 million Customs entries are predicted per annum
- From 23.00hrs UK on 31 December 2020, Customs controls will apply to UK and EU trade for the first time since 1993

I don't know about you, but to me that says … confusion, disruption, risk and significant potential for losses based on our old adage of 'trucks at rest are trucks at risk'. And, if I were a cargo criminal, I'd be thinking 'opportunity'.

I hope I am proven wrong – but, sadly, I don't think I will be. We must all stay alert.

FROZEN FEES

I am pleased to reconfirm that our membership fees will remain at their current level in 2021 with no increases being applied for any of our membership categories. Just as importantly, as a well-managed, successful and growing industry association, we will still be able to invest in providing you with more value and benefits in 2021 and beyond as we continue to deliver on our membership growth, Standards, training, networking events and digital transformation strategies. We are determined to make 2021 a great year to be a TAPA EMEA member.

INTERNATIONAL BUSINESS UNCERTAINTY = TAPA GROWTH

All this uncertainty has one obvious upside … and that is the growth of our membership.

We have yet to fully appreciate the full and, no doubt, far-reaching economic impact of Covid-19 but one thing is very clear; companies will be more determined than ever to retain the customers they have and more focused than probably ever before on demonstrating how serious they are about supply chain resilience. One of the solutions for a growing number of businesses is to join TAPA. And, that makes perfect sense.

As we reported at our AGM, we now have over 600 member companies and organisations in EMEA, including the 72 new members that joined us in the first nine months of 2020. This month, we welcome 17 more new members, I suspect our highest monthly total ever. More will come…

TRAINING COSTS

As I announced at our AGM, we will be implementing a €200 (plus VAT if applicable) per person training fee for additional member training courses outside of the number of participants allowed within our membership categories. This will cover the administration costs associated with our training programmes and we believe it represents outstanding value for the quality of the courses we deliver to support our FSR & TSR certification programmes. The training fee for non-members remains at €1,499 (plus VAT if applicable).

We will continue to add value to the experience. Our new online training has been an instant success and will enable us to train some 1,000 people in 2020. In 2021, we will add video-based training, including local language subtitled courses, to make adopting the TAPA Standards even more accessible and flexible. And, as always, we're open to your ideas for other improvements.

YOU'VE GIVEN US A MANDATE TO GO IT ALONE, BUT WE'D PREFER A PARKING PARTNERSHIP

As I write this month's update, I am preparing to participate in the latest EU LANDSEC meeting and to update the group on the progress of TAPA's secure truck parking programme.

TAPA EMEA has been working with the EU on this topic for many years and has actively participated in a number of projects, including SETPOS, LABEL, and as a member of the expert group of the Commission's latest Safe and Secure Truck Parking Areas (SSTPA) initiative. Overall, I feel we should be very enthusiastic that the Commission is continuing to seek a solution to one of the greatest causes of cargo crime; the lack of secure parking places. However, they don't need to do this alone.

TAPA EMEA has decided to pursue a campaign to significantly expand the number of parking sites that conform to our Parking Security Requirements (PSR) Standard but, at the same time, we are continuing to reach out to the European Commission and EU Member States to ask them to take a collaborative approach to addressing the need for increased truck parking places.

We continue to seek constructive dialogue with the Commission because TAPA's primary objective is to reach a mutual recognition position between both the PSR and SSTPA standards. Our preference is to increase the availability of secure parking in collaboration with the EU SSTPA scheme but if the Commission cannot support this strategy, TAPA has to continue with PSR as an independent programme. This is clearly the view of our members, too, who at this month's AGM voted unanimously in favour of this approach.

We have never seen this as a competition. We don't want to be the 'winner', we just want to use our respected industry standard, which has been developed by the buyers and users of secure truck parking places, to bring about a sea change in this critical area of supply chain resilience.

TAPA is making very significant progress in this area. The 72 sites and more than 7,300 parking places in 13 countries in our secure parking database means PSR is already the most supported truck parking standard aimed by reducing cargo crime and protecting drivers. But this is a long road. The level of demand for secure truck parking is estimated to be more than 2,000 sites and 400,000+ places.

We don't think anyone can achieve this on their own. Let's do it in partnership. I will, of course, update you on the outcome of the LANDSEC discussions.

NOTHING TO FEAR

I am one of the industry experts contributing to the cargo crime report in this month's *Security Management* magazine, produced by ASIS International, and I'm in good company. Among the other contributors, the comments of Björn Hartong, CPP, practice leader for marine and security and principal risk engineer at Zurich Insurance Group, particularly resonated with me. It's something we all know but it also struck me that it's something we should be trying to do more to fix. While emphasising the lucrative nature of cargo crime, Björn highlights the low risks for offenders. It's a fact that cross-border crimes are especially complex for police forces, making arrests and the recovery of stolen goods often almost impossible. An arguably bigger concern, however, is the low level of penalties applied when criminals are captured and brought to court. In a large number of cases, the penalties are just too lean and certainly no deterrent to those involved, who are known to regularly reoffend. This is a topic we will return to.

REPORTING RESISTENCE

Every time I read another report on cargo crime trends in South Africa, I get a sense of frustration about why more of these incidents are not being reported to TAPA's IIS database. We have invested a lot of time to try to establish TAPA's presence in South Africa but I do believe we can do even more if we have the data to show the true scale of the problem. Maybe you can suggest some solutions? I'd love to hear from you.

CARGO RISKS HEIGHTEN AT ASIAN PORTS DUE TO CONTAINER SHORTAGES

Global disruption to the shipping industry, still reeling from the impact of Covid-19, is presenting fresh security and supply chain resilience risks for Manufacturers and Logistics Service Providers.

In the latest *Container Availability Index* (CAx) update, Container XChange reported a significant drop of container availability across Asian ports and does not see the shortage situation improving in the coming months. Many shipping lines are facing difficulties in providing containers to exporters as a result of increased demand, reduced imports and port rotation issues. Even when they can secure a booking in this capacity-squeezed period, exporters continue to find they cannot source containers at depots, especially 40ft high-cube units.

Leading industry media sources continue to document the challenges facing companies, especially in the Asia Pacific region. These reports include…

Malaysia: Warehouses in Malaysian ports like Port Klang, Port of Penang, and Johor Port in Pasir Gudang are reaching maximum capacity and have insufficient storage spaces for containers. Authorities have urged faster cargo collection to clear congestion at ports.

India: India requires a 14-day quarantine for cargo from China, which affects the schedules of vessels from other regions too. The country's busiest public harbor has warned of the scale of repercussions on trade as this problem continues. Comparing the month of August, Indian exports fell 12.6% year-on-year, the sixth consecutive monthly decrease.

Bangladesh: Imports have been negatively impacted by 30% while export volume for apparel has risen sharply as Bangladesh is the second biggest supplier to the global apparel trade. Authorities plan to free up more port space and destroy outdated, substandard and non-consumable cargo left at port yards for long periods to improve shortage situations.

New Zealand: The Port of Auckland says there may be challenging issues for the next 18 months as shipping lines try to return to regular schedules. A fatal accident in August, the peak export season coinciding with a tighter labor market, and unpredictable weather conditions for shipping have also resulted in a string of delays.

The cargo rush to meet time-tightened deadlines

To resolve this capacity crisis, many carriers have reduced the time allowed to pick up containers before export loading and for restitution. Logistics planning has, consequently, become more difficult as shippers expedite storage and transit processes to meet tighter deadlines, creating an environment which may provide new opportunities for criminals to infiltrate.

"The ideal risk management system should include several layers of protection and be complemented with monitoring devices for real-time data and visibility of cargoes regardless of whether they are in-transit or in warehouses. These fundamental principles are at the core of TAPA's security requirements for facilities and trucking security," said Lina Li, Chairperson of TAPA Asia Pacific.

Alternative storage for containers leads to questionable security

Some ports are transporting containers to other areas locally for storage and releasing of containers. Likewise, shippers are finding alternative facilities near ports to reduce transportation times. Insurers, meanwhile, have already warned about the additional liability and risk when storing containers at temporary off-dock facilities which they are unfamiliar with. Security regimes at these locations may have different standards or fall short in terms of security requirements such as fencing, guarding and surveillance, or in emergency protocols.

On top of these security concerns, temporary facilities also expose cargo and containers to damage. Ports have experienced multiple explosions this year, some without known causes. Most recently on 16 September, explosions triggered a huge fire at the port of Ancona, Italy, after midnight. The cause is still unknown. Companies utilizing temporary shortage spaces should review their security regimes and encourage operators to adopt TAPA's Security Standards to reduce the potential risk exposure.

For more information about the TAPA 2020 Standards and certification across Asia Pacific, please contact the APAC Secretariat at **info@tapa-apac.org**

Sources: *The Loadstar, JOC.com*

TAPA AMERICAS EXPANDS ITS DIGITAL OFFERING AS HOSTS OF *'THE PETE MENTO TRADE SCHOOL'* WEBINAR SERIES

TAPA Americas is expanding its digital footprint by bringing new web-based professional education to its members and the business community.

The region is proud to be the new hosting platform for ***'The Pete Mento Trade School'*** episodes, which focus on global trade and customs, logistics, cargo security, supply chain management, and economics in an informed, balanced, and non-political, humorous way.

A highly respected global customs and trade consultant, Pete Mento specializes in the elimination, recovery and minimization of duties associated with importing and exporting. He also assists companies with import and export trade compliance, audit defense, and cargo security programs. He is considered one of the most insightful and connected trade professionals in the world.

In the first episode of Trade School addressing the topic of '***Trade Policy and US Politics 2020***',

Pete shared his personal take on all the attention being paid to the upcoming US Presidential election – which he said is, naturally, all with good reason. However, there are many other political issues in the US we ought to also be very conscious and aware of as the 3 November Presidential election day approaches. The session took a non-partisan look at how various outcomes could affect the broader landscape of trade, logistics, global security, and the macro economy.

Episode two discussed *'Export Enforcement Prep and Understanding Export Penalties',* exploring the link between the US trade war with China and export enforcement that continues to emerge. Participants in the briefing heard how it has become critically more important for trade professionals to understand the incredible impact these rules have on their businesses. Let's face it, export controls are downright scary, right? Thankfully, in this episode Pete Mento helped to rebalance and remove some of the fear and replaced it with knowledge and a valuable sense of direction.

New episodes will be coming every two weeks as part of TAPA Americas' goal to continue to enhance its value contribution to the Association's members and the professional community.

You can keep up-to-date with the latest webinar announcements and register for upcoming broadcasts on the TAPA Americas website at **www.tapaonline.org**

If you missed them first time around, you can watch recordings of Pete Mento's webinars right now by clicking the link below…

WATCH 'TRADE SCHOOL' NOW

PIECING TOGETHER THE BIG PICTURE

Freight crime in South Africa – we know the risks, but now it's time to share the data as TAPA calls on industry to step up reporting

A new report into '*Freight Crime in South African Supply Chains*' by TT Club and BSI SCREEN Intelligence throws further light on the prevalence of cargo theft incidents that continue to blight the country, its economy and business community.

To all intents and purposes, the scale of cargo crime in South Africa remains an anomaly. Despite its best and continued efforts, TAPA EMEA remains unable to gain tangible support from more of the the victims of supply chain crimes in respect of incident reporting to the Association's IIS database. It's a focus the Association is certainly not giving up on.

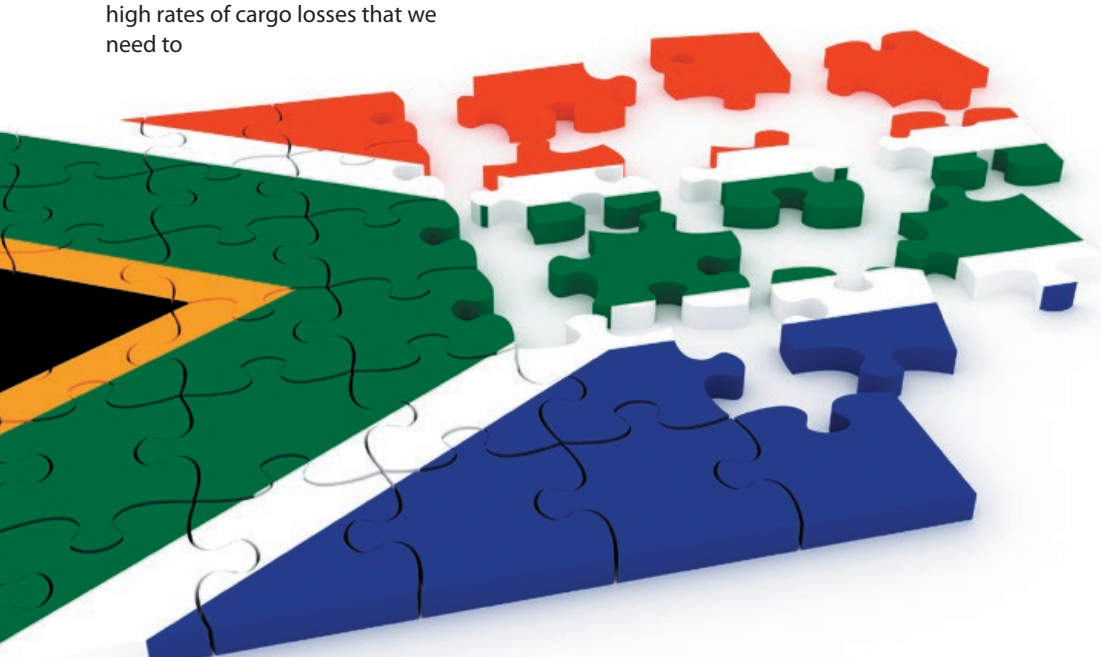
"We still see great potential for South Africa to become the next major country in our region to significantly increase the level of cargo crime intelligence to TAPA's IIS database. This will help the supply chain resilience programmes of all TAPA members doing business in South Africa – and it will send a signal to companies in other countries with high rates of cargo losses that we need to work together to reduce the impact on our businesses," said Thorsten Neumann, President & CEO of TAPA EMEA.

He is also quick to point out that companies have nothing to fear when they share crime intelligence with TAPA's IIS. The Association never asks for the name, contact details or company identity of anyone filing an IIS Incident Report. The value of each piece of information is unquestionable, it's just the numbers that need to improve considerably to become more representative of the true situation facing South African supply chains.

In 2019, TAPA's IIS recorded 118 incidents of cargo crime in South Africa and a loss figure for the 30.5% of these thefts with a value of **€19,944,059.** The corresponding figure for the first six months of 2020 was just 38, while data from the South African Police Service (SAPS) for the 12 months ending 31 March 2020 showed 1,202 truck hijackings, up 1.7% year-on-year. The disparity in the numbers is revealing enough to highlight the lack of industry reporting but many experts on the ground in South Africa would also argue that even the highest reported statistic is still only a modest percentage of the true crime rate.

On a more positive note, TT Club and BSI's latest offering provides some up-to-date and useful guidance on South Africa's freight crime trends.

The report states: "Throughout 2020, several cargo theft trends developed in South Africa. The threat and violence involved with cargo theft hijackings in South Africa are historically the primary concern for supply chains in the region. While this significant concern remains, the first half of 2020 saw an increase in thefts from facilities and theft locations diversified between the first two quarters of 2020, reaching the Eastern Cape and Western Cape.



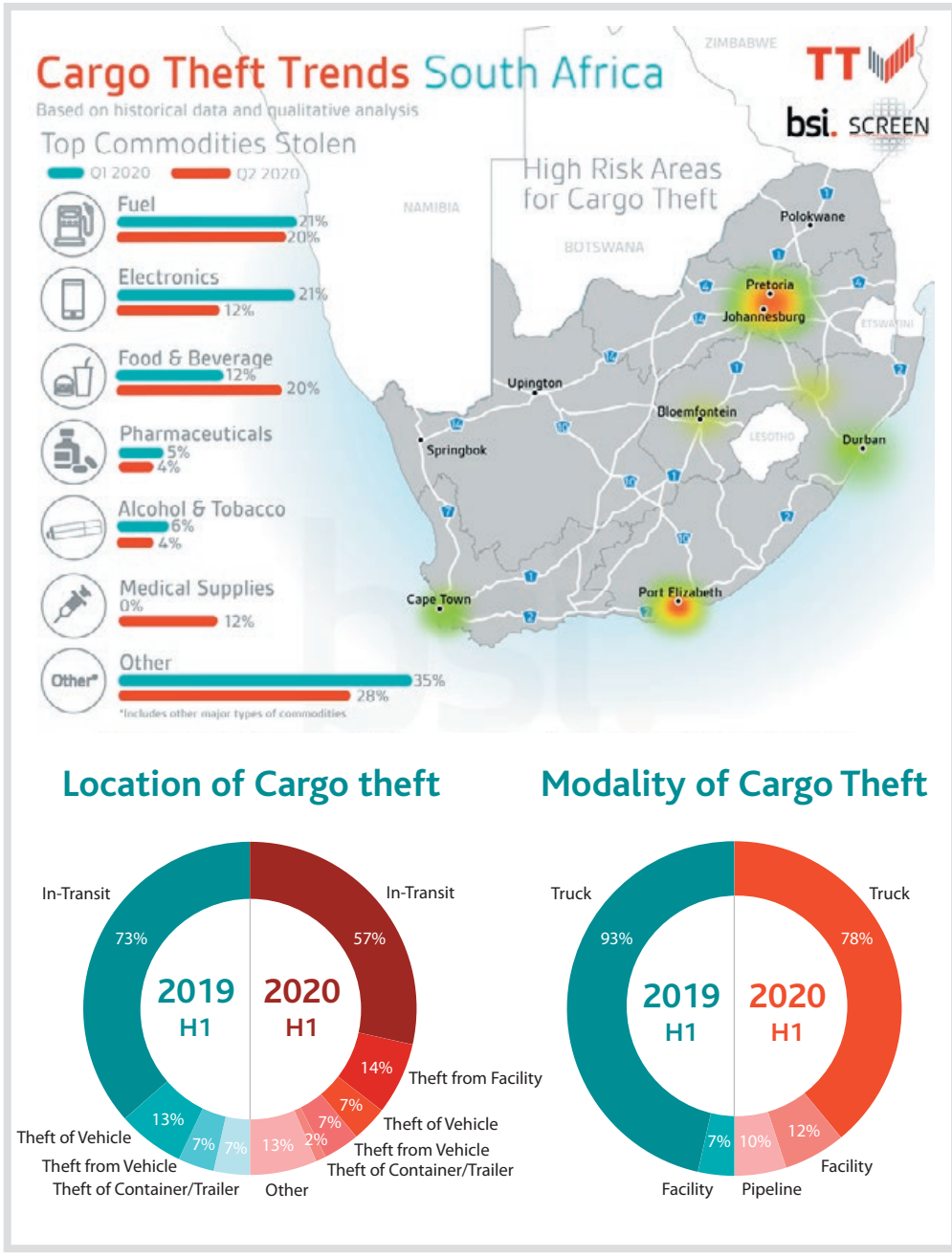
Additionally, food and beverage and medical supplies saw an elevated risk throughout the start of 2020."

What has not changed, it adds, is the ingenuity of the perpetrator, the underpinning motivations, and the lengths that they are prepared to go to avoid apprehension. In order to enter a depot or warehouse, these thieves must conduct a great degree of planning and intelligence gathering. Carrying out a successful theft of cargo from a facility generally requires intricate details of security provisions, patrols, entry and exit points, and the operations on-site. Thieves may take advantage of any vulnerabilities in order to complete a theft, including corruption within the supply chain.

TT Club and BSI state: "South Africa ranks among the top countries in the world and first on the African continent for BSI's forecasted losses due to cargo theft, underscoring the significant economic impact of the serious cargo theft problem in the nation. Hijackings of loaded trucks, which often involve violence against the driver or security escort, are the main form of cargo theft in South Africa, although robbery of air and rail freight and thefts from warehouses are also common. Well-organized gangs both conduct hijackings of stopped vehicles and engage in sophisticated schemes whereby criminals disguised as police officers force trucks to stop in unsecured parking lots and closed warehouse facilities."

Historically, they say, there is an inverse relationship between crime and economic growth in South Africa. This year, COVID-19 impacts involving lockdowns and a decline in the economy added an additional layer to that relationship. The decline in the economy, along with the changes brought about by a restrictive lockdown in response to COVID-19 earlier this year, left the freight sector in a vulnerable situation.

Between, H1 2019 and H1 2020, the report claims there was a drop in the number of thefts from in-transit trucks, while cargo thefts from facilities, parking locations, delivery sites, and warehouses increased. The shift in theft location from in-transit to facilities highlights the importance of investing in mitigation strategies to reduce the occurrence and negative impacts of these thefts, including threats to worker safety, loss of valuable goods, and insecurity of facilities. Geographically, in H1 2020, the areas of KwaZulu-Natal and Eastern Cape saw regular occurrences of cargo theft, diversifying the locations of thefts in South Africa, which primarily occur in Gauteng province, which includes the country's largest commercial and population centre, Johannesburg.



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Crimes also increased in Western Cape in the first half of this year. Western Cape is at a higher risk of violent crimes, such as hijackings, due to the prevalence of gang violence, recently linked to the crowded spatial development and high unemployment levels. Gauteng province, however, remains the greatest concern in terms of cargo security.

Highway hotspots for attacks on trucks and cargo thefts in South Africa include Highway N1, Cape Town; Bulawayo, ZW; Highway N2, Cape Town-Ermelo; Highway N3, Johannesburg-Durban; and Highway N4, Skipadshek-Komatipoort. Seaports of concern for theft are mainly limited to Cape Town in Western Cape and Durban in KwaZulu-Natal.

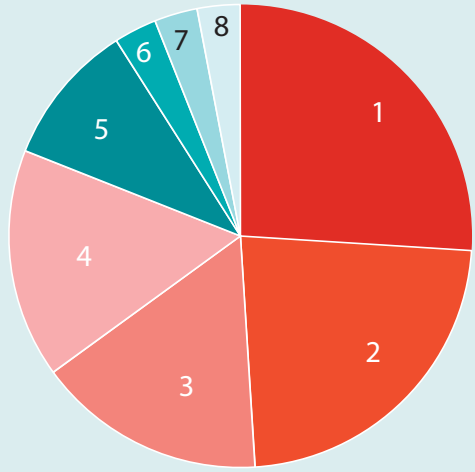
Supply chain corruption is the likelihood that government officials who come into direct contact with the supply chain, such as customs officers and police officers, are amenable to bribes or will demand facilitation payments, the report states. It also includes direct involvement in cargo disruption activities by government personnel. Supply chain corruption is an especially significant contributor to cargo thefts in South Africa. The country also ranks near the top third of all nations in international assessments of public sector corruption. In many of the cargo theft incidents seen in South Africa, sophisticated cargo theft groups, known as 'blue-light gangs', utilise a cargo theft tactic involving corrupt law enforcement officers. These officers force truck drivers to stop in unsecured locations at checkpoints established by corrupt police officers demanding a bribe to pass. Once the vehicles are stopped, the officer will drive away to allow hijackers to take control of the cargo truck. Recently, reports indicated that at least two high-level police officials in Gauteng Province were being investigated for their involvement in such incidents, which frequently target the N12 and N3 highways in Gauteng province.

You can download the full TT Club and BSI SCREEN Intelligence report **here**

WHAT CAN YOU TELL TAPA'S IIS TEAM ABOUT CARGO CRIMES IN SOUTH AFRICA?

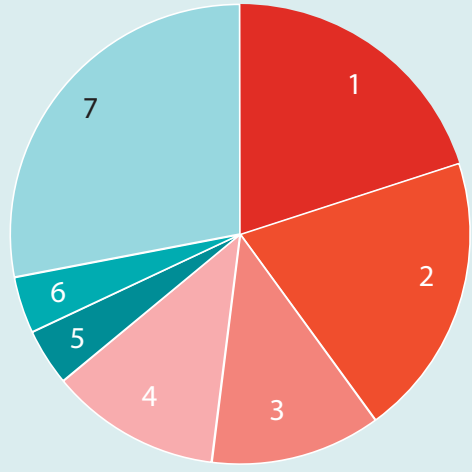
Share incident information or relevant news reports with us directly at **iis@tapaemea.org**

Top Locations for Cargo Theft in South Africa Q2 2020



1. Guateng	**26%**
2. KwaZulu-Natal	**23%**
3. Western Cape	**16%**
4. Eastern Cape	**16%**
5. North West	**10%**
6. South Africa	**3%**
7. Northern Cape	**3%**
8. Mpumalanga	**3%**

Top Commodities Stolen in South Africa Q2 2020



1. Food & Beverage	**20%**
2. Fuel	**20%**
3. Medical Supplies	**12%**
4. Electronics	**12%**
5. Pharmaceuticals	**4%**
6. Alcohol & Tobacco	**4%**
7. Other	**28%**

Source: 'Freight Crime in South African Supply Chains' by TT Club and BSI SCREEN Intelligence

NOMINATIONS INVITED FOR THE 2021-2024 TAPA EMEA ADVISORY BOARD

Thorsten Neumann, President & CEO of TAPA EMEA, has announced that the Association is now taking nominations for its 2021-2024 Advisory Board election.

A nomination form has been circulated to all eligible members and anyone wishing to stand for election is required to complete the form and return it via post or email by 15 November to Laurence Brown, Executive Director, TAPA EMEA, 1st Floor, Cordes House, Factory Road, Newport, South Wales NP20 5FA or laurence.brown@tapaemea.org respectively.

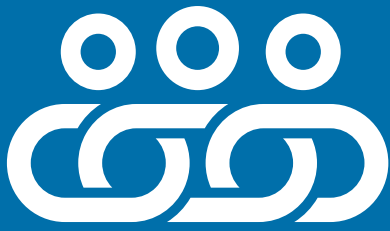
Please note that the period of serving on the Board is three years, from February 2021 to February 2024. Currently, the TAPA EMEA Advisory Board is made up of four persons elected by membership votes and three persons who are appointed by the elected Board members. The Advisory Board meets four times a year, with the Officers of the Association meeting via telephone conferences more frequently.

The election process will run from 15 December 2020 to 15 January 2021, after which the results will be announced. Full members of TAPA EMEA are reminded that in order to be eligible to vote, they must firstly complete the registration process on the region's website, accessible via this **link**

The four elected members of the new Board will meet during the first week of February 2021, during which they will elect the Chair, Vice Chair and Treasurer. They will also assign the various lead functions for the TAPA EMEA organisation and appoint or reappoint the three appointee members of the Advisory Board.

If you have any questions concerning the nomination or election process, please contact thorsten.neumann@tapaemea.org or Laurence Brown.

WELCOME TO OUR NEW MEMBERS



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

Company	Country	Website
AT LA ESPADA S.L	ES	www.laespada.com
Mint of Finland	FI	www.suomenrahapaja.fi
Neptun Transport A/S	DK	www.neptuntransport.dk
Vlantana JSC	LT	www.vlantana.eu
XPO Logistics	UK	www.xpo.com
Nassau Sneltransport BV	NL	www.nassausneltransport.nl
Marken – a UPS Company (EMEA)	NL	www.marken.com
Continental AG	DE	www.continental.com
Heinrich Langhorst GmbH & Co. KG	DE	www.langhorst.de
Fiege Logistik Stiftung & Co. KG	DE	www.fiege.com
SECompanion GmbH	DE	N/A
KB Construction Kamil Budziłek	PL	www.kbconstruction.pl
Elma Group Services SPA	IT	www.elmagroup.eu
Autotrasporti Georg Tasbach Italia srl	IT	www.georgtasbach.it
M-Protect	BE	www.m-protect.net
ALC Warehousing B.V.	NL	www.alc-warehousing.com
3 CCreative Ltd	BG	www.catransport-bg.com

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

Company	Country	Website
NextGen Security LLC	USA	www.nextgensecured.com

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

Company	Country	Website
Bollore Logistic Malaysia Sdn Bhd	Malaysia	www.bollore-logistics.com/en
Bollore Logistics (Thailand) Co., Ltd.	Thailand	www.bollore-logistics.com/en
Bollore Logistics Australia Pty Ltd	Australia	www.bollore-logistics.com/en
Bolloré Logistics China Co., Ltd	China	www.bollore-logistics.com/en
Bollore Logistics Hong Kong Ltd	Hong Kong	www.bollore-logistics.com/en
Bollore Logistics Korea Co., Ltd.	Korea (South)	www.bollore-logistics.com/en
Bollore Logistics Singapore Pte Ltd	Singapore	www.bollore-logistics.com/en
Bolloré Logistics Taiwan Ltd	Taiwan	www.bollore-logistics.com/en
JHJ International Transportation Co., Ltd.	China	www.jhj.com.cn
Listen Security Sdn Bhd	Malaysia	www.listensecurity.com.my
PT Bollore Logistics Indonesia	Indonesia	www.bollore-logistics.com/en
Transfly Transportation Co Ltd	Hong Kong	N/A

EUROPE, MIDDLE EAST & AFRICA REGION

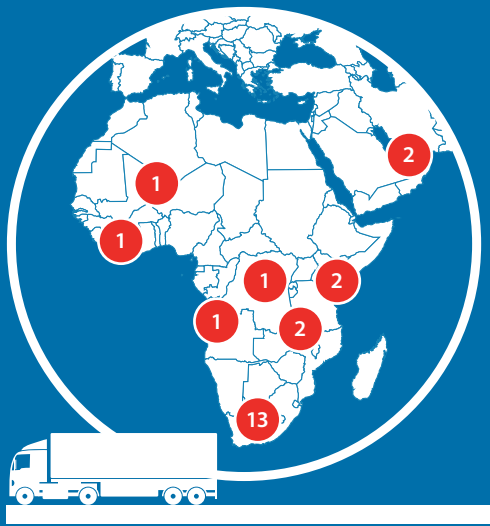
CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

AUG-SEP 2020

Angola	1 (0.2%)
Belarus	1 (0.2%)
Belgium	6 (1.2%)
Côte d'Ivoire	1 (0.2%)
Democratic Republic of the Congo	1 (0.2%)
Denmark	3 (0.6%)
Finland	1 (0.2%)
France	12 (2.4%)
Germany	35 (7.0%)
Italy	16 (3.2%)
Kenya	2 (0.4%)
Latvia	1 (0.2%)
Mali	1 (0.2%)
Netherlands	7 (1.5%)
Norway	5 (1.0%)
Poland	2 (0.4%)
Portugal	1 (0.2%)
Romania	1 (0.2%)
Russia	39 (7.8%)
Slovenia	1 (0.2%)
South Africa	13 (2.5%)
Spain	13 (2.5%)
Turkey	2 (0.4%)
United Arab Emirates	2 (0.4%)
United Kingdom	333 (66.3%)
Zimbabwe	2 (0.4%)

AUGUST & SEPTEMBER 2020



€861,611

Average loss for the 20 recorded cargo thefts with a value of €100,000 or more reported to TAPA's Incident Information Service (IIS) in August & September 2020

€23,282,877

Total loss for the 346 or 68.9% of crimes stating a value

18

Number of TAPA IIS product categories recording losses in Aug-Sep 2020

502

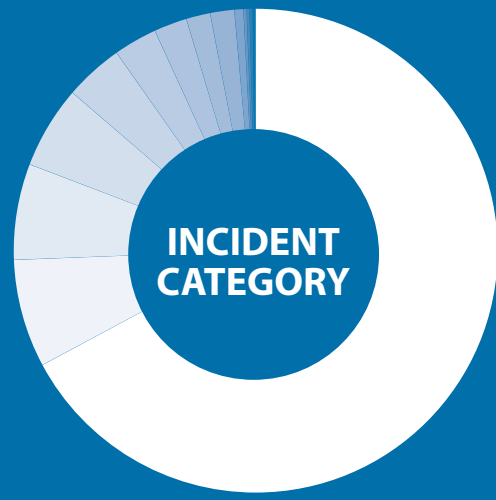
Number of new cargo crimes recorded by TAPA's IIS in August & September 2020

€9,000,000

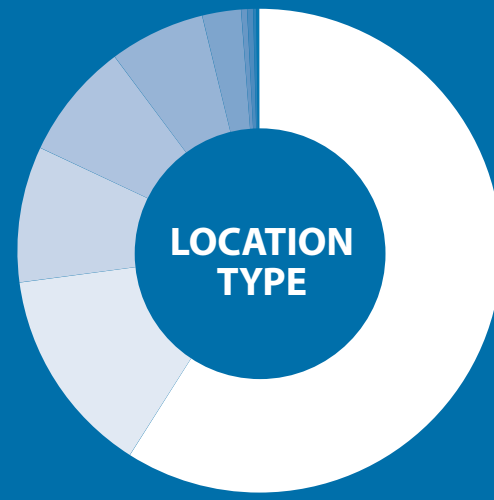
Biggest single loss - An armed attack and hijacking of a cash-in-transit vehicle in Lyon, France, on 28 August 2020

Number of countries in EMEA reporting incidents

26



Theft from Vehicle	336 (66.9%)
Fraud	36 (7.2%)
Theft of Vehicle	32 (6.4%)
Theft from Facility	28 (5.5%)
Robbery	19 (3.9%)
Truck Theft	15 (2.9%)
Hijacking	11 (2.2%)
Theft from Trailer	8 (1.6%)
Theft of Trailer	8 (1.6%)
Theft	3 (0.6%)
Clandestine	3 (0.6%)
Theft from Container	1 (0.2%)
Theft from Train	1 (0.2%)
Theft of Container	1 (0.2%)



Unclassified Parking Location	296 (59.0%)
Unknown	70 (13.9%)
Services 3rd Party Facility	46 (9.1%)
En Route	39 (7.8%)
Destination Facility	32 (6.4%)
Origin Facility	13 (2.6%)
Road Transportation Facility	2 (0.4%)
Maritime Transportation Facility	2 (0.4%)
Railway Operation Facility	1 (0.2%)
Authorised 3rd Party Facility	1 (0.2%)

18 Crimes in EMEA recorded a loss value of between €50,000 & €100,000 worth a combined **€1,154,875**

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

€67,291 AVERAGE LOSS VALUE IN AUG-SEP 2020

59%

Or 296 of the recorded incidents took place in Unclassified Parking Locations

MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	323 (64.3%)
Unknown	97 (19.3%)
Deception Other	27 (5.4%)
Violent & Threat with Violence	24 (4.8%)
Deceptive Pick Up	11 (2.2%)
Forced Stop	10 (2.0%)
Theft from Moving Vehicle	9 (1.8%)
Internal	1 (0.2%)

BACK WITH A VENGEANCE …

CARGO THIEVES CONDUCT ANOTHER 500+ CRIMES AS RECORDED LOSSES FROM SUPPLY CHAINS BREAK THROUGH THE €100 MILLION BARRIER IN JUST NINE MONTHS

With nearly 3,500 new cargo thefts already reported to TAPA's Incident Information Service (IIS) in the first seven months of 2020, combined crime data for August and September has reinforced the fact that cargo criminals are 'back to work' with a vengeance after the disruption of the COVID peak as year-to-date recorded losses broke through the €100 million barrier.

Based on incident intelligence published in the last three issues of *Vigilant* alone, data for the first nine months of 2020 shows:

- **€112,492,666** – total losses reported to the IIS database with a value
- **>€70,000,000** of products stolen in 119 major incidents
- **>€588,000** – average loss for major cargo thefts
- **>€410,000** – average daily loss for the 274 days in this period

Latest cargo crime reports for August and September show an additional 502 incidents recorded by TAPA's IIS, with key figures for these 61 days of the year stating:

- **€23,282,877** – value for the 68.9% of crimes sharing financial data
- **>€17,000,000** of losses attributed to 20 major thefts of goods worth **€100,000** or more
- **€861,611** – average loss for major cargo thefts
- **>€381,000** – average loss for each of the 61 days

The average loss for all thefts with a value in August-September stood at **€67,291.**

The major incidents over these two months in the Europe, Middle East & Africa (EMEA) region included:

€9,000,000

On 28 August, five armed offenders used a roadblock to stop a cash-in-transit van at the 7th Arrondissement in Lyon, France, and threatened the security guards at gunpoint. After stealing the cash onboard the armoured truck, they torched the vehicle before escaping the scene.

€1,730,728

After gaining access to a secured premises in Bury St Edmunds, UK, on 31 August, thieves stole an HGV and trailer loaded with a cargo of unspecified products.

€1,000,000

In Marignane in the south east of France on 8 September, the driver of a truck carrying a large shipment of cigarettes was forced to stop by four offenders and removed from the vehicle, which was later found abandoned and burnt out in Chateauneuf-les-Martigues.

€1,000,000

On 30 September, a consignment of toys/games was stolen from a hard-sided trailer in an unsecured truck park in Grace-Hollogne, Belgium, where the driver had made an overnight stop. The offenders cut a hole in the trailer doors and removed the products box by box from the pallets inside.

€711,965

Thieves burst into a warehouse in Odintsovo, Moscow, on 7 September and threatened a guard and employees with pistols before stealing around two million surgical masks and 600 electric thermometers. The offenders also stole money, mobile phones and watches. Police have since arrested four suspects in relation to this crime.

€555,298

In Sharjah, Abu Dhabi, on the 9 September, 662 laptops were stolen from an Authorised 3rd Party Facility. The subsequent investigation revealed that the gang conducted reconnaissance on the warehouse and monitored it constantly before executing the crime. The police investigation uncovered the identities of the criminals, leading to their arrests. The stolen items were also recovered, along with tools used in the attack.

€509,000

At least 12 offenders armed, with assault rifles, ambushed a cash-in-transit van in Bonoua, Ivory Coast on 16 September. Sadly, the CIT driver was killed by gunfire during the assault and two others were injured before the attackers escaped.

€500,000

Medical devices worth at least half-a-million euros were stolen from a vehicle in Rothenstein, Germany, over the weekend of 28 August.

€340,000

Two offenders stole a truck with 80,000 surgical face masks from a Destination Facility in Chevilly-Larue, France, on 4 September. Police, however, were able to track the vehicle using its onboard GPS system and arrested the offenders.

€270,426

On 21 August, in a layby at Water Newton, Cambridgeshire, in the UK, thieves cut a hole in the tarpaulin curtain of an HGV trailer to steal a large quantity of cosmetic products.

€270,426

In a similar attack on 26 August, a cargo of electrical goods was stolen from an HGV parked in an unclassified location on a road in London, UK.

€201,500

In Port Elizabeth, South Africa, on 21 September, a company noted the tracking activation device of a recently departed truck was scrambled. They tracked the truck to Old Uitenhage Road in Kleinskool where it was found abandoned. Its cargo of 90 bales of Mohair was later found scattered in an open field in Soweto-on-Sea.

CONTINUED ON PAGE 20 >

€180,000

On 12 September, thieves stole two tractor units and a trailer worth **€180,000** from the Origin Facility of a manufacturing company in Hamm in the German state of North Rhine-Westphalia.

€162,255

Metal products were taken from an HGV in an unclassified parking location in Doncaster, UK, on 19 August after offenders cut the curtain side of the vehicle and forced open its rear doors.

€151,438

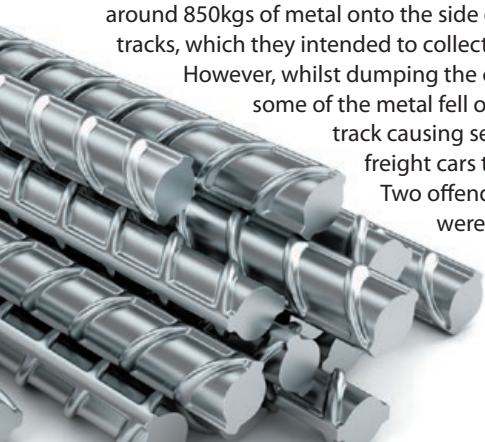
On 27 August, an offender claiming to be a member of staff at a secured premises in Stockton-on-Tees in the United Kingdom requested a set of keys to an HGV loaded with an unspecified high value shipment. After driving the vehicle away from the site, the goods were transferred to another HGV but the entire load was later recovered by law enforcement officers.

€147,711

A shipment of alcohol was stolen from a truck parked at a motorway service area in Haddon, UK, on 18 August after thieves cut the back door padlocks and seals of the attended vehicle.

€141,870

Offenders climbed onto open freight cars of a train transporting ferrous scrap metal in Gryzai, Russia, on 16 September, and threw around 850kgs of metal onto the side of the tracks, which they intended to collect later. However, whilst dumping the cargo, some of the metal fell onto the track causing several freight cars to derail. Two offenders were arrested by police.



€129,804

Miscellaneous goods were stolen from an HGV and trailer parked at a motorway service area in Wolverhampton in the UK on 20 August.

€100,000

In Straubenhardt, Germany, on 1 August, three offenders broke into company premises and ransacked the facility before stealing the keys to several company vans. The offenders then stole three empty trucks and fled the scene. Police were able to track the vehicles via GPS and located them in Prague in the Czech Republic, where the offenders were also arrested.

In addition to these major incidents, TAPA's IIS recorded a further 18 cargo thefts with loss values of between €50,000 and €100,000. These included:

€85,000 – the theft of a parked and unattended tractor-trailer truck in Wittenberg, Germany, on 3 August, which was later found abandoned on the A12 in Frankfurt

€81,127 – two trailers with no loads were hitched up and stolen from an unclassified parking location in Lymm in the North West of England on 29 August

€75,448 – in Alvechurch in the UK on 6 August, miscellaneous goods were stolen from an attended HGV at a motorway service station

€75,315 – a truck loaded with alcohol was hijacked in Port Elizabeth, South Africa, on 3 September and driven to another location to be offloaded. With the help of a security tracking company, police managed to recover most of the stolen liquor at a warehouse near Schoenmakerskop

€64,000 – 42 televisions were stolen from an HGV on 27 August in Guxhagen, Germany

€51,644 – computers/ laptops were stolen from an HGV and trailer on 26 August, which was parked at Trowell motorway service area in the UK

€50,922 – another truck hijacking in South Africa. In this incident in Bedfordview on 11 September, a gang of offenders stole a shipment of grocery products. They were discovered by police later the same day as they were offloading the cargo from the stolen trailer unit. Police also recovered firearms and a GPS jamming device

€50,099 - truck hijackers were also active in Cape Town, South Africa, using a jamming device to help steal a vehicle loaded with 36 pallets of sparkling wine. The fully loaded truck was later found on 18 September and several arrests have been made.

Over this two-month reporting period, TAPA received reports of cargo thefts in 26 countries across the EMEA region. The increased level of incident reporting resulting from TAPA EMEA's new MoU with NaVCIS in the United Kingdom meant it continued to be the country with the majority of crimes recorded in the IIS database, with 333 or 66.3% of the August/ September total.

Only six other countries in the region reported double-digit incident rates to IIS over the two months:

- Russia – 39 incidents, 7.8% of the Aug/Sep total
- Germany – 35 or 7%
- Italy – 16 or 3.2%
- South Africa – 13 or 2.5%
- Spain – 13 or 2.5%
- France – 12 or 2.4%

Of the 18 TAPA IIS product categories recording loss reports, Food & Drink and Tobacco accounted for 60 or 11.9% and 51 or 10.2% respectively. The other product categories seeing 10 or more cargo thefts were:

- No Load (Theft of truck and/or trailer) – 19 (3.8%)
- Furniture/Household Appliances – 19 (3.8%)
- Clothing & Footwear – 17 (3.3%)
- Metal – 14 (2.8%)
- Cosmetics & Hygiene – 11 (2.2%)
- Toys/Games – 10 (2.0%)

Theft from Vehicle crimes accounted for 336 or 66.9% of cargo theft incidents, well ahead of the 60 or 7.2% of crimes involving Fraud, the 32 or 6.4% of cases of Theft of Vehicle, and the 28 or 5.5% of crimes recorded as Theft from Facility. The full list of types of incidents can be found in the *Cargo Crime Monitor* in this issue.

Vehicles stopping in Unclassified Parking Locations – often due to the lack of secure truck parking options – incurred the greatest risk in this reporting period. This was the type of location stated in 296 or 59% of the cargo crime intelligence reports sent to the TAPA IIS team. The other main times of known locations for freight thefts in August-September were:

- Services 3rd Party Facility – 46 (9.1%)
- En Route – 39 (7.8%)
- Destination Facility – 32 (6.4%)
- Origin Facility – 13 (2.6%)

Reflecting the fact that most cargo crimes involved thieves cutting open the tarpaulin curtains of trucks or forcing open vehicles' rear doors, Intrusion was the most recorded type of M.O, seen in 64.3% of reports over the two months or 323 of all incidents.

Other incident reports of note in August-September included:

- Eight offenders were killed by police officers in a shoot-out after they initiated a robbery at a Destination Facility storing machinery parts in Nairobi, Kenya, on 23 August
- 16 cargo thieves were arrested by police after a failed robbery from a freight depot in Boksburg in South Africa's Gauteng province
- On 9 September, offenders targeting a truck and its cargo in Milan, Italy, used a narcotic gas to overcome the driver as he slept in his cab
- While cars and SUVs are usually used to help facilitate Theft from Moving Vehicle crimes, on 17 August in Pontypridd, Wales, thieves used mopeds in an attempt to slow down and attack a truck carrying food and drink products

Full information of all of the latest cargo thefts reported to TAPA EMEA can be found in the IIS database.

PRODUCT CATEGORY	No	%
Unspecified	179	35.7%
Miscellaneous	77	15.3%
Food & Drink	60	11.9%
Tobacco	51	10.2%
No Load (Theft of truck and/or trailer)	19	3.8%
Furniture/Household Appliances	19	3.8%
Clothing & Footwear	17	3.3%
Metal	14	2.8%
Cosmetics & Hygiene	11	2.2%
Toys/Games	10	2.0%
Tools/Building Materials	8	1.6%
Car Parts	8	1.6%
Computers/Laptops	6	1.2%
Cash	6	1.2%
Pharmaceuticals	5	1.0%
Sports Equipment	4	0.8%
Bicycles	3	0.6%
Agricultural Materials	3	0.6%
Phones	1	0.2%
Tyres	1	0.2%

TAPA'S TOP 10

Vigilant looks at the 10 key headlines to come out of this month's TAPA EMEA Annual General Meeting hosted by the region's President & CEO, Thorsten Neumann…

1

23-YEAR HIGH

EMEA's total membership is at a record level, breaking through the 600-member barrier for the first time. This includes 72 members in the first nine months of 2020

2

GROWING REACH

TAPA's membership now spans Manufacturers, Logistics Service Providers, Security Service Providers, Parking Place Operators & other supply chain security stakeholders in 37 countries in EMEA.

3

SOARING STANDARDS

TAPA FSR & TSR certifications have soared to new heights in EMEA in 2020, with 740 FSR certifications up 5.8% YoY and TSR increasing 15.1%.

4

TRAINING TAKES-OFF

New online training courses for the 2020 revisions since the FSR & TSR Standards have been delivered to 835 participants in EMEA in the first four months since the launch of the new Standards and will climb past 1,000 in 2020 for the first time.

5

REGIONAL REACH

To meet demand for the new FSR & TSR Standards, in 2021 TAPA EMEA will offer video-based training to give members more accessible and flexible training options. This will include local language subtitled versions for countries with high cargo crime incident rates.

6

PRIORITY PARKING

TAPA's commitment to help build a network of secure truck parking locations across EMEA is winning the approval of Parking Place Operators (PPOs) across the region. There are now over 7,300 parking places in the Association's Secure Parking Online Tool (SPOT) database at 72 sites in 13 countries … with more in the pipeline.

7

NEW COMMUNICATIONS

TAPA EMEA's new and enhanced website is on track to go live by the end of 2020. Other new communications initiatives include updated digital brochures to attract new members and promote the benefits of TAPA's Parking Security Requirements (PSR) to PPOs.

8

A LOUDER VOICE

TAPA EMEA is continuing to increase its share of voice via national, industry and online news channels, plus thousands of social media engagements every month.

9

DATA DRIVEN

TAPA EMEA's new MOU with NaVCIS in the UK and cooperation with the German Project Cargo Task Force has significantly increased incident data reported to TAPA's Incident Information Service (IIS) in these key markets. More will follow. Cargo crime data was collated in 46 countries in H1 2020.

10

FIXED COST

TAPA EMEA membership fees for Manufacturers and Logistics Service Providers will remain unchanged in 2021, the 12th consecutive year with no increase. The current membership fees for Security Service Providers and Parking Place Operators will also remain the same next year.

MORE THAN 90 APAC MEMBERS TRAINED AND CERTIFIED WITH TAPA'S 2020 SECURITY STANDARDS

Since the launch of the latest 2020 versions of TAPA's Security Standards on 1 July, TAPA Asia Pacific has already helped members achieves 94 FSR and TSR certifications, supported by a series of online training webinars.

Since the start of the Facility Security Requirements (FSR) 2020 and Trucking Security Requirements (TSR) 2020 trainings, 77 FSR and 17 TSR certifications have been achieved and these numbers are expected to increase further in Q4/2020 as member companies regain traction in their businesses after the peak of the Covid-19 pandemic.

As anticipated, the online courses are allowing members to attain the necessary training for the 2020 revisions of the Standards whilst complying with ongoing remote workforce practices. Each training outlines the processes and requirements for members to acquire FSR or TSR certifications, with trainers highlighting the key updates in the new versions of the Standards and explaining the methods to be used to maintain these security requirements in facilities and trucking operations. Each course also includes an online examination at the end.

"We understand the pressing need for our members to stay vigilant and enhance their security processes against new security risks and the challenges posed by the pandemic. The TAPA 2020 Standards' online trainings address security gaps and ensure that member companies are prepared for the new challenges ahead," said Lina Li, Chairperson of TAPA Asia Pacific.

Member companies gaining certifications for the new FSR 2020 Standard include Cypress Manufacturing (Philippines), SGS India, Schenker Logistics, JPS Freight Solution, ModusLink Electronic Technology (Shenzhen), LF Logistics Services, Nippon Express NEC Logistics Hong Kong, Eaglematrix Security Agency, TES-AMM and Agility Logistics.

Asked for feedback, Danny Kwong, Warehouse Manager from Agility Logistics, commented: "We are excited to earn the TAPA FSR certification for our Hong Kong facility. This certification affirms that our supply chain management system offers outstanding freight services with best-in-class security protocols to protect our clients' goods. Agility's provision of TAPA-certified warehouses in Asia Pacific for storage, distribution and freight operations will enable our clients to utilize our quality infrastructure easily, quickly and cost effectively. We are incredibly proud to be recognized by TAPA for our continuous security improvements and commitment to our customers."

TSR 2020 certified companies include Yusen logistics, Advance Management Consulting, Amkor Technology Philippine Inc, AXA XL and BSI Services Malaysia.

Melecio D. Casao, Security Supervisor from Amkor Technology Philippine Inc, said: "The TAPA TSR 2020 Standard has improved our trucking security through the implementation of the recent update. I especially liked the practical applications shared by the trainers which I could implement directly for our trucking fleet and operations. Being certified to a globally-recognized standard like TAPA TSR means Amkor has gained recognition and trust from our clients to manufacture and transport their products in a safe and secure logistics network in the Philippines."

For more information on the TAPA 2020 Security Standards and training dates for Asia Pacific members, please visit **www.tapa-apac.org/training-dates** or contact the Secretariat at **training@tapa-apac.org.**

At a macro level, supply chains are being discussed strategically more than ever before. Across Asia Pacific, supply chains are experiencing a series of key trends including white-collar automation, greater supplier collaboration, decentralization and digitization as companies tackle the diverse challenges stemming from the pandemic. There is also a further focus on sustainability and ethical sourcing as consumers are more conscious of where their products are coming from and how they are being sourced.

Supply chains are also still coping with challenges from bottlenecks created from single-sourced manufacturing during the pandemic. Hence, many manufacturers are looking to reduce risks by sourcing in multiple markets and decentralization. Covid-19 has also accelerated the need for supply chain digitalization. According to a recent *Fortune* poll, 75% of CEOs said they were accelerating their digital plans to adopt new supply chain technologies such as AI, blockchain and IoT. Even so, these trends are still expected to result in a high demand for supply chain and security professionals at all levels of the logistics and distribution process.

TAPA APAC's latest podcast invited speakers Tony Richter, Founder of Bastian Consulting, and Roger Lee, Board Member of TAPA Asia Pacific, to share their thoughts and expertise on the current trends in supply chain recruitment and education.

Skills for technology vendor selection and data analysis

When asked about the impact on recruitment, Tony highlighted two current trends: "One of the big things right now is vendor selection for technology – having the skills to determine which partner or vendor to work with is really important. In previous times, there were only a few systems to choose from but now we've got all these specialist functional tools for all levels of the supply chain. Being able to determine

the right vendor and having the right skills to decipher a system's capabilities, aligned to the needs of the business, is clearly very important."

Secondly, at an analytical level, identifying the problem correctly and interpreting data are the major skills companies are looking for now. "Data analysis or interpreting data was very different 15-20 years ago. Machines can crunch numbers much faster than humans can. So, it is not so much a case of 'what is the number?'. The question now is 'what do we do with the number?' What is the insight, and can we define the actual problem or opportunity more accurately?" Tony added.

Value chain recruitment and best practices

Value Chain Recruitment is defined as a broader connection between supply chain sales, commercials and IT. Business functions are traditionally in silos. Now, because of customer expectation and the heightened need for data exchange, the value chain focuses on the entire customer experience cycle and the connectivity between functions. It is almost impossible for functions to be separated now, and this is how businesses should operate, listeners heard.

"We encourage our clients to have a clear, easy to understand process and timeline that can be communicated externally and internally. There should be an alignment of the skills required, which is often conflicting between HR and the hiring department. We focus on process transparency and on being honest with candidates on each employer's expectations to provide the most realistic view of the job," Tony Richter stated.

Another challenge is the lag in training due to rapid change and development in supply chains. One key concern for training is the practical application of the theories learned in the real world.

He shared three key focus areas of the recruitment process operated by Bastien Consulting, stating that these should be priorities for logistics and supply chain companies:

- Screening requirements are aligned to the employer's corporate standards
- Checks are completed for discrepancies
- Best practices are deployed for employee history reviews, criminal background checks, credit checks, regular rescreening, health and medical conditions, criminal records, and even social media activity

New technologies and the challenges for training

With a low barrier of entry, companies can easily dive into the training space to provide their own training for security staff. However, often, the required training procedures are not in place. Another challenge is the lag in training due to rapid change and development in supply chains. One key concern for training is the practical application of the theories learned in the real world. It is necessary for supply chain security training and certifications to be constantly reviewed and updated to keep up with current market trends and developments. Roger Lee explained how the TAPA Security Standards are reviewed every three years to include latest technologies as well as to address new areas of security risks.

Future outlook and impact on security professionals

Global supply chains are evolving much faster than before and these new changes will continue to transform the requirements of service providers and their customers, and, in turn, the career paths of security professionals. Tony expects software and technology, eCommerce, and the transformation of warehousing and transportation networks – alongside a 'huge emphasis' on automation and robotics in the distribution industry – will lead to an increased need for security professionals with the knowledge and skills to work in this evolving supply chain environment.

REPLAY THE PODCAST NOW

LISTEN TO THE PODCAST REPLAY NOW

Members can provide feedback on previous podcasts, propose ideas for future topics or offer to become a guest speaker by contacting **marketing@tapa-apac.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	B.V. Arrow Electronics DLC	NL	Sevenum	A
FSR	CEVA Logistics Belgium N.V.	BE	Grobbendonk	A
FSR	DHL Express (Czech Republic) s.r.o.	CZ	Ostrava	A
FSR	DHL Express (Czech Republic) s.r.o.	CZ	Klecany	A
FSR	DHL Express Germany GmbH	DE	Straubing	C
FSR	DHL Express Portugal	PT	Alcochete	C
FSR	DHL Express Spain S.L.U.	ES	Valencia	A
FSR	DHL Express Spain S.L.U.	ES	Santiago de Compostela	A
FSR	DHL Freight (Netherlands) B.V.	NL	Eindhoven	C
FSR	DHL Freight Belgium NV/SA	BE	Opglabbeek	C
FSR	DHL Freight Germany	DE	Wustermark	C
FSR	DHL Global Forwarding	IT	Casandrino	C
FSR	JUSDA Europe B.V.	NL	Wijchen	A
FSR	JUSDA Europe s.r.o.	CZ	Drozdice	A
FSR	UPS Healthcare Hungary Zrt	HU	Budaörs	A
TSR	Company Name	Country	Category	
TSR	Aircargo Transport GmbH	DE	Level 1 & 2 / Category Medium	
TSR	Log-In CZ s.r.o.	CZ	Level 1 / Category Large	
TSR	Topspeed Netherlands B.V.	NL	Level 1 / Category Small	

ASIA PACIFIC REGION

FSR	Company Name	Country	City	Class
FSR	Agility Logistics Limited	Hong Kong	Hong Kong	FSR 2020 A
FSR	DHL Supply Chain (Taiwan) Co., Ltd.	Taiwan	Taiwan	FSR 2020 A

STANDARDS FAQs #38

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.

We are pleased to see TAPA members continuing to be very active in completing both first-time and recertifications of their Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) operations. Despite the continued impact of COVID-19, more operations are being audited and these include companies taking advantage of the new features included in the 2020 revisions of our Security Standards, notably the FSR multi-site and TSR modular options.

Not surprisingly, the updating of existing Standards produce new questions about certification processes and compliance requirements. In this issue, you can see a sample of some of these questions we have addressed most recently, and hope you will find our responses helpful and informative.

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

Question 1.

The TAPA Locking Systems Guidance (LSG) document was very informative. As a lock supplier, how can I get my products listed in the LSG?

Answer: Only TAPA Security Service Provider (SSP) members can have their products listed in the LSG. SSPs are required to submit images and brief product description to TAPA as well as authorisation allowing TAPA to use the images provided. TAPA will select product images to be used in future publications.

TAPA TSR
Locking Systems Guidance
A TAPA Trucking Security Requirements Guidance Document for users of TAPA Standards
www.tapa-global.org
LSG Version 1.0 – 1st July 2020
© TAPA 2020

Question 2.

Will TAPA be publishing additional guidance documents to support the revised Standards?

Answer: Yes, we expect to publish additional TAPA Guidance documents to support FSR and TSR. Given the success of the LSG, TAPA is currently considering which additional guides should be created and shared to help our members.

Question 3.

Will TAPA seek mutual recognition of the updated FSR Standard with the Approved Economic Operator (AEO) and C-TPAT requirements?

Answer: We already have FSR and TSR listed as 'Best Practice' Standards with many Customs authorities. The hurdle we cannot get over is full mutual recognition of AEO/C-TPAT and TAPA Standards because national entities are managing the regulated requirements while TAPA delivers an industry certification standard. TAPA has good relationships with the World Customs Organization (WCO), the European Commission and many national Customs authorities, so we will continue to pursue every opportunity to further align security standards as this is in the best interests of all stakeholders.

STANDARDS FAQs #38

Question 4.

Can an operator who only supplies sub-contracted trailers for hire to transport companies become TAPA certified?

Answer: This is not normally possible as the intent of the TSR Standard is to provide a certified and secure method of transportation for goods by road. Trailer providers can, however, supply TSR compliant trailers to their clients which hold TSR certifications. The certificate holder will then be expected to check the trailer is TSR compliant and transfer/adopt the trailer into their Vehicle Register for the duration of the hire period. When the trailer is coupled to the pulling unit, both must be fully compliant to the TSR Standard and the security level they were certified against.

It is important to note that trucks and trailers are not individually certified. It is the operation that is certified, and trucks and trailers can easily be introduced or removed from the certification by following the requirements set out in the TSR Standard.

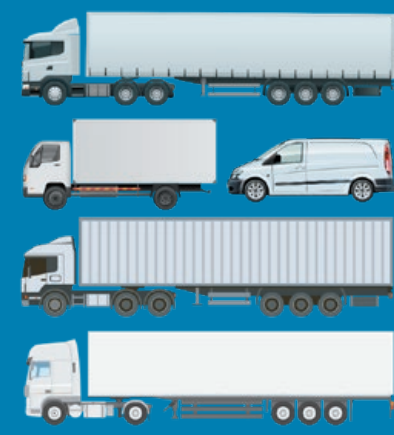
Question 5.

For self-certification, TAPA requires 'Only 1 classification level for one operation can be included in a self-certification.' Can you explain what this means?

Answer: Unlike an audit conducted by an Independent Audit Body (IAB), you cannot include multiple security levels and sites/locations in a self-certification audit. One facility address/location is permitted, and it can only be for FSR Level C or TSR Level 3.

Examples:

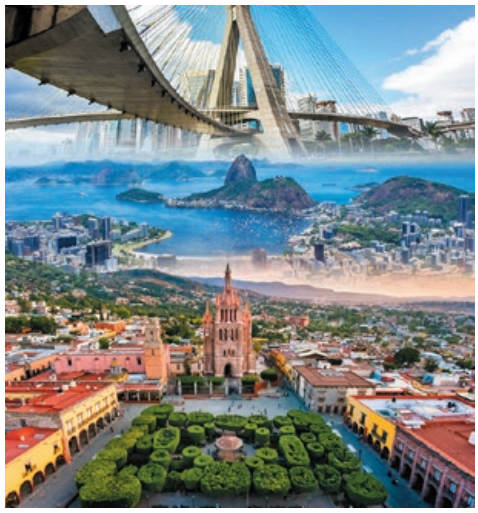
- TSR: Self-certification Level 3 only: Can combine different truck modules. Must be for 1 location only.
- FSR: Self-certification Level C only: Must be for 1 location only.
- FSR: Self-certification Multi-site: Not permitted



Question 6.

If I have to complete a TSR Level 3 audit for one location requiring Hard-sided Truck/Trailer, Soft-sided Truck/Trailer and Rigid Vans/Fixed-body Trucks, can these all be captured on 1 certificate issued by TAPA?

Answer: For the TAPA APAC and EMEA regions, this means 3 separate audits will be assigned (links emailed to you) for TSR Level 3, but, once submitted and approved, all 3 modules will be captured on 1 certificate for 1 operation/location.



HIGH RATES OF CARGO CRIME CONTINUE IN SÃO PAULO, RIO DE JANEIRO AND MEXICO

Sensitech has reported cargo crime statistics for August for Brazil and Mexico, two of the world's biggest hotspots for cargo thefts.

In Brazil, 1,244 thefts were recorded in August, down from 1,471 in the previous month. This included a high number of tobacco product losses, 257 in total or 21% of the monthly total.

ABINEE, the Brazilian Electrical and Electronics Industry Association, while acknowledging these statistics from the states of São Paulo and Rio de Janeiro, says Covid-19 priorities are preventing law enforcement agencies in Brazil from issuing incident reports for all but cargo crimes involving human threats. It adds that some 15-20% of total annual losses from supply chains in Brazil occur in 21 other states across the country.

Mexico's recorded crime rate rose for a fourth consecutive month in August, Sensitech says, with a total of 1,754 in just 31 days. Food & Drinks were one of the most targeted product categories with 561 cargo losses during the month, 32% of all cases of cargo crime.

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

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