No stopping Organised Crime Groups as over €85 million of products are stolen from supply chains in EMEA in 2020H1
 Everywhere you look, there is talk of continuing disruption to global supply chains. Will anything ever be the same again?

Anyone who’s thinking that, once we get through this most challenging period in our history, they will have time to take a breath and think about what ‘new normal’ really means before pivoting their supply chain and security programmes, will already find themselves lingering behind the growing number of companies shifting their strategic thinking right now.

A new white paper by Bastian Consulting quite rightly highlights four unavoidable facts:

• Supply chains have become smarter and faster
• Talent wars are breaking out as well as the ‘digital upskilling’ of existing staff

Bastian Consulting are not alone in this view. The latest Allianz Safety and Shipping Review 2020 warns of more disruption to come – and they’re not just talking about the threat posed by a resurgence of the COVID pandemic. They also highlight trade wars, regional conflicts, civil unrest, piracy and cyberattacks.

While all this is taking shape around us, business commentators are quick to point out that one of the greatest impacts of the coronavirus is that companies are learning – or, more accurately, having to learn – new ways of working. Technology is expected to replace many traditional jobs, and people will be forced to retrain in order to gain sustainable employment.

Amidst all of these changes, every single day, the most basic forms of cargo thefts continue to blight our industry and the reputations of companies which fall victim to attackers. In this issue, Sensitech highlights 505 recorded cargo thefts in the United States in the first six months of the year while in EMEA over the same period, we have received reports of over 3,200 incidents in 46 countries and losses well in excess of €85 million.

We believe the majority of these major crimes are being conducted by Organised Crime Groups who, far from being locked down by a pandemic or fearful of getting overtaken by next generation technologies, are still going about their very lucrative business and reaping substantial rewards for their efforts.

At a time when our world and businesses feel like they are being turned upside down and may never be the same again, we must not lose sight of the fact that for the perpetrators of crimes against our members, pandemic or no pandemic, it’s business as usual using very simple and traditional methods to attack supply chains.

As we always say, our job is to stay ahead of the curve and TAPA is constantly looking for, and delivering, new tools and benefits to help our members improve the resiliency of their supply chains. Our Parking Security Requirements in EMEA are one of these benefits, and as demand from Parking Place Operators (PPOs) grows, we now urgently need more PSR Ambassadors to help accelerate the size of our secure truck parking database. The demand is there. We are also leveraging the talent and expertise within our Association too. The new Locking Security Guidance, for example, is a valuable benefit to every company using TAPA’s TSR Standard.

The articles in this issue are a clear reminder that we face both old and new challenges to protect our supply chains. Let’s make sure we share insights about what we are experiencing and are never afraid to reach out for help or advice. Whatever the future holds, the TAPA Family stands firmly together.

‘Much of this crime is being conducted by Organised Crime Groups who, far from being locked down by a pandemic or fearful of getting overtaken by next generation technologies, are still going about their very lucrative business and reaping substantial rewards for their efforts.’

THORSTEN NEUMANN
President & CEO
TAPA EMEA
POLICE FIND €2 MILLION OF ANTIQUE BOOKS STOLEN FROM A UK WAREHOUSE BURIED UNDERGROUND AT A HOUSE IN ROMANIA

A European international police operation has recovered €2 million of antiquarian books stolen from a warehouse close to London Heathrow in 2017. They were found buried underground at a house in Neamt in north-east Romania. The heist in January of that year attracted widespread media attention after being likened to a ‘Mission: Impossible-style break-in’ in which the thieves scaled the roof of the warehouse in Feltham, UK, to bore holes through reinforced glass-fibre skylights and abseil down a 40-foot rope to access the extremely rare shipment of books, avoiding the facility’s motion-detection alarm system.

Reports at the time alleged that three offenders escaped with 160 publications, including a number of extremely valuable books from the 16th and 17th centuries, including priceless historical first editions of Galileo Galilei, Sir Isaac Newton, Leonardo da Vinci and a 1569 edition of Dante’s Divine Comedy.

The location of the books has remained a mystery for more than three years and it was assumed they would never be found. However, on 16 September a house search by Romanian police resulted in the discovery of the books, completing a highly successful outcome for the law enforcement agencies leading the investigation and their mission to recover the books before they went on sale on the black market.

The discovery was the result of international law enforcement cooperation between the United Kingdom (Metropolitan Police Service), Italy (Italian Carabinieri - Arma dei Carabinieri) and Romania (Romanian National Police - Poliția Română) with the support of Europol and Eurojust.

The stolen books include historical first editions by figures including Sir Isaac Newton. The individuals suspected of the theft are currently in pre-trial detention in the United Kingdom.

Soon after the investigation into the original incident began in 2017, UK police believed the crime had been executed by an Organised Crime Group composed of Romanian nationals. A Joint Investigation Team was subsequently set up between the cooperating countries with the support of Europol and the judicial assistance of Eurojust. This joint investigation framework provided the involved law enforcement authorities with the analytical tools, the coordination of information exchange and the judicial expertise to carry out several criminal investigation activities. As a result, 15 suspects linked to the criminal organisation were arrested in the UK and Romania in June 2019.

In January 2020, police also arrested the ‘kingpin behind the cultural loot,’ Europol stated. The suspect, a Romanian national wanted by the British authorities, was arrested by the Carabinieri for the Protection of Cultural Heritage in Italy.

EMEA AGM

The TAPA EMEA Annual General Meeting will be held on 15th October 2020, commencing at 10.00 CET. This will be a ‘virtual’ meeting conducted by webinar. Further details will be sent to all TAPA EMEA members. For more information, please contact info@tapaemea.org
Podcast Season: Combating Human Trafficking in Asian Supply Chains – A Network of Organised Illicit Crime

TAPA APAC’s latest podcast invited Richard Carrick, Chief Executive Director of Crime Stoppers Asia, to share his knowledge on human trafficking in supply chains and its linkage with larger networks of organized crime. The broadcast was hosted by Steve Mullins, the TAPA APAC Board Member focusing on Regional Law Enforcement Liaison and Trade Compliance.

Post-COVID Impact on Manufacturing & Human Trafficking

With nations still under social distancing laws and remote workforce arrangements, COVID-19 continues to drive high demand for products such as food items and Personal Protective Equipment (PPE). While this has brought about greater focus on manufacturing, it has also given rise to increased slavery operations and trafficking schemes to reap profits from high-value, in-demand items. Often, these slavery operations are masked under manufacturing activities and remain unnoticed for long periods of time.

Richard explained the gaps in global supply chains, stating: “It is hard to get visibility of slavery operations happening on the ground. For instance, a truck driver may pick up something from a factory but may notice that he never sees the workers there. Another scenario could be that the driver is picking up a lot more cargo than usual that is not consistent to the number of staff there, meaning that they are working for longer than required hours.” When asked about methods to identify slavery operations, he emphasized the need to review the possible security and visibility gaps depending on the mode of transportation – road, air or sea. As a first step, companies should look at case typologies provided by law enforcement agencies and NGOs to apply to their own businesses.

A Larger Network of Illicit Crime Behind Human Trafficking

Human trafficking is often part of bigger illicit crime activities using global supply chains, such as drug smuggling, wildlife trading, and trade in counterfeit products. Proceeds from one operation are commonly used to fund these other types of money laundering crimes. For example, payments for drugs are often masked as employee wages. Companies must pay attention to financial red flags, including over-invoicing, under-invoicing, reuse of invoices, and phantom shipments, he said.

Anonymous Crime Reporting & Information Sharing Within the Supply Chain Industry

“The best approach is to work with law enforcement agencies, industry partners and NGOs to collect and analyze information and data, and, thereafter, to provide output to law enforcement partners,” Richard explained. When companies report crime incidents to industry associations and NGOs like TAPA and CSI, the information provided is sanitized and verified before sharing with law enforcement agencies. TAPA’s Incident Information Service (IIS) also provides immediate email ‘alerts’ to members and collects incident data for mapping and analysis. The IIS mapping tool is also shared among members and law enforcement agencies to address gaps in surveillance and security procedures to develop more effective warning systems for early detection and recovery. Companies should build risk-compliant and resilient supply chains following globally-recognized security standards and work only with certified supply chain partners.

As a whole industry with key security measures and information sharing, we can make tracking down of human trafficking and other major cargo crimes a priority for local police forces, regional law enforcement agencies, and governments in Asia, he added.
**U.S. CARGO CRIME H1 2020**

**TOP 10 STATES FOR CARGO THEFT**

- **TX** 21%
- **CA** 17%
- **IL** 11%
- **GA** 7%
- **TN** 6%
- **NV** 3%
- **MD** 3%
- **NJ** 3%
- **IN** 3%

**TOTAL CARGO CRIME**

505

**MONTHLY TREND BY QUANTITY & VALUE**

- JAN: 76
  - $103,730
- FEB: 89
  - $120,843
- MAR: 88
  - $88,566
- APR: 113
  - $46,227
- MAY: 68
  - $198,902
- JUN: 71
  - $335,372

**EVENT TYPE**

- Theft of Full Truck load: 54%
- Pilferage: 38%
- Facility Theft: 2%
- Deceptive Pickup: 1%

**PRODUCT TYPE**

- Miscellaneous: 28%
- Building & Industrial: 5%
- Food & Drinks: 5%
- Personal Care: 6%
- Alcohol: 4%
- Pharmaceuticals: 5%
- Electronics: 5%
- Metal: 4%
- Tobacco: 4%
- Clothing & Shoes: 3%

**AVG. VALUE BY PRODUCT TYPE**

- Alcohol: $84,081
- Auto & Parts: $96,674
- Building & Industrial: $67,381
- Clothing & Shoes: $478,109
- Electronics: $322,260
- Food & Drinks: $79,552
- Home & Garden: $57,680
- Metals: $194,429
- Miscellaneous: $138,460
- Personal Care: $131,472
- Pharmaceuticals: $207,821

**60% increase in cargo crime volume when compared to the same period in 2019**

**6% increase in comparison to H2 2019**

**33% - Rise of Theft of Full Truckload crimes versus H2 2019**

Data source: Sensitech
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…

BUILDING OUR BRAND WITH BUSINESS LEADERS IN GERMANY

As a consequence of my role as President & CEO of TAPA EMEA, I am delighted to have been asked to serve as Chair of ASW, the North German Security Association, which will offer more unique networking and intelligence opportunities with leading business executives, law enforcement officials and other security stakeholders.

We have been actively building our working relationships with many associations in EMEA in the past 2-3 years as well as with LEAs. TAPA was the first industry association to be invited to join Project CARGO - the EU initiative implemented by the State Criminal Office (AKA) of Saxony-Anhalt to ease the burden of crimes on businesses, national economies and consumers – and, in Germany, was also one of the 13 business associations which estimated the annual cost of cargo crime in Germany to be some €2.2 billion per annum. I am confident this new role will not only enhance our understanding of security challenges across the country.

I look forward to working with both old friends and new contacts. I am joined on the ASW Board by Michael Schmidt, Head of Corporate Security at Volkswagen AG and a member of our own TAPA EMEA Advisory Board, and Frank Busch, Head of Corporate Security at Continental AG. I expect to see new opportunities arising from this which will benefit both of our great associations.

85 MILLION REASONS TO STAY EXTRA VIGILANT

As we report in this issue, the COVID lockdown measures implemented across the EMEA region may be impacting the activities of opportunist cargo thieves but the strategic operations of Organised Crime Groups have remained extremely active, resulting in losses of goods from supply chains with a value well over €85 million in the first six months of this year. If we were given all the data on every cargo crime, we know this figure would be many times higher.

Right now, we are seeing moves by governments across our region to implement restrictions to prevent a significant second wave of the virus. These are unlikely to deter professional cargo thieves. If anything, I suspect OCGs will be actively looking for more supply chain targets, knowing police resources are being focused on maintaining COVID policies. Sadly, it will take more than a pandemic to keep these offenders at home. Stay extra vigilant and please share any threats or incident news you are made aware of.
NO PLACE TO HIDE
When I see police operations like the one which has just recovered €2 million of rare books stolen from a warehouse in the UK in 2017, it gives me a great sense of encouragement to know that our law enforcement agency partners are working proactively to arrest cargo thieves and recover stolen goods, even so long after the original crimes took place. Congratulations to Europol and Eurojust – also partners of ours in Project CARGO – and to the national police forces which cooperated in this successful operation. An outstanding outcome!

BECOME A PSR AMBASSADOR
Our Parking Security Requirements (PSR) are gaining strong support from Parking Place Operators (PPOs) and we know our database of secure trucking parking places can grow at an even faster pace if we can increase our group of PSR Ambassadors. Are you willing to volunteer?

As our new PSR Lead, Ionel Popa, reports, we now have over 7,300 TAPA-approved secure truck parking places accessible to members using our Security Parking Online Tool (SPOT). These are at 71 locations in Austria, Belgium, France, Germany, Hungary, the Netherlands, Poland, Romania, Russia, Slovakia, South Africa, Spain and the United Kingdom... and we have more partners about to sign up.

If you work with parking sites and have contacts you can introduce PSR to, you will make a great Ambassador for us. I am confident these PPOs will quickly understand our value proposition, no matter how big or small their sites are. Our database currently includes sites with between two and 600 truck parking spaces.

We also have a new PSR brochure for our Ambassadors to use which clearly outlines the Standard, how to join and the benefits of being part of the TAPA Family. Ask for more information by contacting info@tapaemea.org

SHARING OUR EXPERTISE
We are always looking for ways to help our members get up and running with our TAPA Security Standards. The latest added value is our new Locking Systems Guidance (LSG) which has been designed to help companies adopting our Trucking Security Requirements. If you work for one of these companies, you will find this 41-page guide extremely helpful and informative.

Special thanks go to TAPA members Pieter Sutorius, former owner of Trans-Safety LOCKS, and Greg Haber, President of Babaco Alarm Systems Inc., for sharing their specialist knowledge with us, which makes the Guidance so practical and informative. If you are a Subject Matter Expert in any other fields of supply chain resilience and want to help us provide other benefits for our members, please get in touch.
If you think supply chains will change unreservedly once the COVID panic is over, think again. They already are, and the pace of change is accelerating with very little ‘off the table’ when it comes to building resilience so evidently exposed by the pandemic, a new white paper from Bastian Consulting explains.

Data from Tradeshift, a global platform for supply chain management, reveals the lingering shock and ongoing trends most likely to shape the future of global supply chains in a post-COVID world...

**Supply chains are diversifying for risk management, fueled by government incentives**

To avoid another disruption on such a massive scale as COVID-19, companies have re-examined their supply chains critically and restructured flows and networks. These preventive measures aim to build resilience and reduce supplier dependency on a single source, country or region. Governments have also introduced stimulus packages, new incentives and initiatives to encourage supply chains in their diversification and bringing manufacturing activities back to their own country.

Indonesia, for example, has announced plans to build one of its largest industrial parks on a 4,000-hectare site in Central Java to attract manufacturers. The Japanese government has also earmarked $2.2 billion to help its manufacturers move back to Japan. Recently in September, India, Japan and Australia also began their discussion on a resilient supply chain initiative in the Indo-Pacific region, with invitations sent to other Asian countries.

This has led to a boost for other low-cost manufacturing environments in Asia such as Vietnam, Malaysia and Thailand. As more manufacturing companies move to locations in Asia, the TAPA Security Standards will play a major role in providing a uniform and recognized standard to secure their operations in a new environment.

**Shift towards micro supply chains and advanced manufacturing**

With diversification, growing unemployment and changing consumer demand, the crisis has brought back a focus on reinvigorating local manufacturing for critical industries, especially for advanced manufacturing which can supplement local operations with technology such as 3D printing, high-tech automation and...
‘The spread of digitization and automation throughout the supply chain has already made some roles obsolete and created a growing demand for supply chain professionals with digital and analytics skills.’

robotics. With increased usage of technology for manufacturing, intellectual property becomes a more important component in the value chain.

More companies are evolving their operational models towards micro supply chains, focusing on leveraging local production capacity. The flexible nature of micro supply chains gives firms the agility to alter production volume and adjust processes at short notice. This approach creates greater value by allowing companies to be closer to their customers and, in times of crisis or rapid change, to benefit from their independence.

Supply chains have become smarter and faster

The disruption to trade has caught many companies off guard, exposing gaps in digital capabilities with little or no visibility of their supply chain operations. Many organizations have started to analyze the chokepoints or failures exposed during the crisis and work on building resilience within their supply chain networks. Blockchain, IoT, AI, robotics, automation, predictive analytics, and machine learning are the trending technologies used to enhance visibility and transparency to supply chains, and enable real-time decision-making capabilities and responsiveness.

According to a recent Fortune poll, 75% of CEOs said they were accelerating their digital plans. Businesses are prioritizing the realignment of operational capabilities to a post-COVID business model with key focus on digitalizing and automation of operations for efficiency and continuity. For example, Amazon has unveiled plans to build a $500 million robotic distribution center in Australia.

Talent wars and digital upskilling of existing staff

The spread of digitization and automation throughout the supply chain has already made some roles obsolete and created a growing demand for supply chain professionals with digital and analytics skills. However, every other part of the business is also going digital, so the competition for the best talent is intense. To keep pace with the speed at which supply chain models and technologies are evolving, organizations must identify the specific capabilities they will need in the future and focus their energies on establishing effective, sustainable talent pipelines.

“The biggest challenge is the lag in training due to the speed of change as technology evolves and new processes take shape. Hence, it is necessary for supply chain security training to be constantly reviewed and updated to keep up with current market trends and developments,” said Tony Richter, Chief Executive of Bastian Consulting.

Lina Li, Chairperson of TAPA Asia Pacific, shared: “Global supply chains are now transforming and rebuilding their structures, bearing in mind the more strategic issues of supply chain resilience, visibility and security. The post-COVID world presents us with new and greater risks with newly-formed partnerships, changed cargo routes and remote working arrangements. The TAPA Security Standards 2020 provide the global requirements to enhance supply chain security and resilience levels. Businesses with these resilient foundations in place will see a genuine competitive advantage over those that do not in this ever-changing business climate.”

For more information about TAPA 2020 Standards, please email the APAC Secretariat at info@tapa-apac.org

Source: Bastian Consulting - Future of Supply Chain White Paper

‘The disruption to trade has caught many companies off guard, exposing gaps in digital capabilities with little or no visibility of their supply chain operations. Many organizations have started to analyze the chokepoints or failures exposed during the crisis and work on building resilience within their supply chain networks.’
TAPA EMEA needs more members to become PSR Ambassadors to drive unlimited secure truck parking growth opportunities…

TAPA’s Parking Security Requirements (PSR) are now firmly established as the fastest-growing secure truck parking industry standard … but the Association is now calling for more members to volunteer as PSR Ambassadors to accelerate its growth and to meet demand from many more Parking Place Operators (PPOs) interested in adopting the TAPA Standard.

There are already over 7,300 TAPA-approved secure truck parking places in the Association’s Security Parking Online Tool (SPOT) database at 71 locations in Austria, Belgium, France, Germany, Hungary, the Netherlands, Poland, Romania, Russia, Slovakia, South Africa, Spain and the United Kingdom. Many more sites are in the process of joining.

Vigilant spoke to TAPA EMEA’s new PSR Lead, Ionel Popa, for a progress report…

**Remind us why PSR is so important to the resilience of supply chains?**

The answer is simple. The lack of secure parking options means it is too easy for cargo thieves to target trucks, which results in multi-million-euro losses every year and severe risks to driver safety. Statistics show that more than 50% of all cargo thefts reported to TAPA’s Incident Information Service (IIS) involve trucks which stop in unclassified or unsecured parking places. It is now the biggest single cause of freight losses in our region, which is why TAPA is taking such decisive action to help our members protect their goods, vehicles and drivers.

**What is the TAPA PSR team focusing on?**

As a proven provider of industry-leading security standards for Facilities and Trucking over the last 20 years, we are now also putting in place the best secure truck parking Standard and certification programme to benefit both our members and the PPOs which adopt one of the levels of PSR. This is a Standard built for the industry by Subject Matter Experts in the industry who are also the buyers of secure parking places, and the level of take-up and interest in PSR is growing month-by-month. We’re also actively encouraging our members to support the parking places that are demonstrating higher security levels because for PSR to realise its full potential, it must be embraced and implemented by every stakeholder; Manufacturers, Logistics Service Providers and Parking Place Operators.

**Why would a Parking Place Operator be interested in joining the PSR programme?**

Because their existing or potential customers moving high value/high risk cargoes are TAPA members, and our membership is growing at a record rate as more companies upgrade their supply chain resilience. And, because we are offering them a tremendous opportunity to be visible to our members by promoting their
parking places in our SPOT database, as well as providing a forum where they can engage with buyers of their services.

From my point of view, PPOs not included in our SPOT solution are running their businesses in isolation. Our members want more seamless, digital solutions and SPOT gives them a risk management mapping tool which allows users to enter a route, identify cargo theft incidents on or close to the intended route, and to then find the nearest TAPA PSR-approved secure parking sites. It is a win/win for all concerned.

So, SPOT makes secure truck parking easily accessible to transport companies. Is that the main reason they are interested in the programme?

For so many companies, the most important reason is related to the safety and comfort of their drivers, which is also very well addressed by our PSR Standard. Driver wellbeing is closely linked to driver loyalty, which is so highly valued these days, and as a leading industry association, TAPA understands this better than anyone.

The other extremely important reason is that in a marketplace where pricing levels tend to be quite similar, buying decisions are mostly based on a combination of security level and the quality of facilities and service offered. As the TAPA PSR network grows, transport operators will have more choice of secure parking places and that also means they face less risk because their vehicles can avoid using unsecured parking places.

Are Manufacturers supporting PSR too?

Yes, absolutely, because avoiding cargo losses is so important to their brand reputation and bottom line performance. The financial impact of stolen goods is estimated to be five-times greater than the actual value of the product, and can cause serious supply chain disruption, especially for products such as pharmaceuticals and food and drink.

What can TAPA EMEA members do to help?

We need more members to volunteer as PSR Ambassadors because the potential for the Standard is unlimited. We know that most of the PPOs we approach either join our PSR programme straight away or intend to join, so having more Ambassadors to identify and approach more sites will significantly grow our reach. Our PSR proposition is real and compelling and it has the potential to deliver the biggest benefit to supply chain security in our region.

So, if someone reading this wants to volunteer, what do they do?

Just email info@tapaemea.org and we will contact them with more information.

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**USING TAPA’S ‘SPOT’ TOOL TO IDENTIFY SECURE PARKING SITES ON EMEA TRANSPORT ROUTES**

**STEP 1:** Select route

**STEP 2:** Review planned routing

**STEP 3:** Click ‘Parking Spots’ to see the nearest TAPA secure parking locations

**STEP 4:** Click ‘incidents’ to see cargo crimes reported on the route
CARGO THEFT ANALYSIS
1 JANUARY-30 JUNE 2020

TOP 5 COUNTRIES 87%
- UK 1,670 (50.9%)
- Germany 827 (25.2%)
- Netherlands 170 (5.1%)
- Spain 129 (3.9%)
- Russia 63 (1.9%)

REST OF EMEA 13%
- Angola 3
- Austria 9
- Belgium 29
- Benin 4
- Bulgaria 4
- Burkina Faso 1
- Congo 1
- Côte d'Ivoire 1
- Cyprus 2
- Czech Republic 19
- Denmark 51
- Equatorial Guinea 1
- France 55
- Gabon 1
- Ghana 3
- Greece 1
- Hungary 24
- Italy 52
- Kenya 5
- Latvia 1
- Luxembourg 1
- Macedonia 5
- Malawi 1
- Morocco 1
- Mozambique 5
- Namibia 1
- Nigeria 10
- Norway 4
- Poland 9
- Romania 35
- Slovakia 9
- Slovenia 1
- South Africa 38
- Sweden 21
- Togo 1
- Tunisia 2
- Turkey 3
- Ukraine 1
- United Arab Emirates 1
- Zambia 1
- Zimbabwe 2

€85,166,106
Total loss for the 2,154 or 65.7%
of crimes stating a value

€542,761
Average loss for recorded cargo thefts with a value of
€100,000 or more reported to TAPA's Incident
Information Service (IIS) in the first six months of 2020

19
Number of TAPA IIS product
categories recording losses in EMEA Jan-Jun 2020
**INCIDENTS - TOP 5**
- Theft from Vehicle: 2,179 (66.4%)
- Theft: 413 (12.5%)
- Theft of Vehicle: 145 (4.4%)
- Theft from Facility: 122 (3.7%)
- Fraud: 84 (2.5%)

**TOTAL: 89.5%**

**LOCATION TYPE - TOP 5**
- Unclassified Parking Location: 1,605 (48.9%)
- Unknown: 805 (24.5%)
- Destination Facility: 362 (11.0%)
- En Route: 197 (6.0%)
- Services 3rd Party Facility: 169 (5.1%)

**TOTAL: 95.5%**

**INCIDENT CATEGORY**
- Intrusion: 1,849 (56.4%)
- Unknown: 1,035 (31.5%)
- Violent & Threat with Violence: 148 (4.5%)
- Deception Other: 85 (2.6%)
- Theft from Moving Vehicle: 83 (2.5%)

**TOTAL: 97.5%**

**AVERAGE DAILY LOSS IN JAN-JUNE 2020**
- €39,538

**LOCATION**
- Unclassified Parking Location: 88
- Unknown: 8
- Destination Facility: 88
- En Route: 18
- Services 3rd Party Facility: 8

**INCIDENTS - TOP 5**
- Theft from Vehicle: 2,179 (66.4%)
- Theft: 413 (12.5%)
- Theft of Vehicle: 145 (4.4%)
- Theft from Facility: 122 (3.7%)
- Fraud: 84 (2.5%)

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**TOTAL: 95.5%**

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intrusion</td>
<td>1,849</td>
</tr>
<tr>
<td>Unknown</td>
<td>1,035</td>
</tr>
<tr>
<td>Violent &amp; Threat with Violence</td>
<td>148</td>
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<tr>
<td>Deception Other</td>
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</tbody>
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**TOTAL: 97.5%**

**Location**
- Unclassified Parking Location: 1,605
- Unknown: 805
- Destination Facility: 362
- En Route: 197
- Services 3rd Party Facility: 169

**TOTAL: 95.5%**

**Number of countries in EMEA reporting incidents**
- 46

**Biggest single loss**
- Theft of a vehicle and shipment of computers/laptops in Nuneaton, United Kingdom, on 9 March

**Number of new cargo crimes recorded by TAPA’s IIS in 2020H1**
- 3,278

**Crimes in EMEA recorded a loss value of between €50,000 & €100,000 worth a combined €5,859,303**

**Or 1,605 of the recorded incidents took place in Unclassified Parking Locations**

**€39,538**

**€8,788,000**

**96 – Number of major incidents with a loss value over €100k**
The activities of cargo thieves in Europe, the Middle East & Africa (EMEA) in the first half of 2020 were most certainly curtailed by the COVID-19 lockdowns across the region but Organised Crime Groups (OCGs) still identified ways to steal products worth tens of millions of euros from supply chains, including high value shipments of Protective Personal Equipment (PPE).

Data shared by law enforcement agencies with TAPA’s Incident Information Service (IIS) for the first six months of the year was also interrupted as police agencies diverted resources to support national lockdown protocols. Consequently, TAPA is yet to receive full cargo theft intelligence for this period from several of the known national hotspots for freight crime in the region.

Nonetheless, any hopes that restrictions on the movements of people and vehicles during the height of the pandemic would virtually eradicate cargo losses were quickly dispelled. Initial analysis of the January-June incident data supports the view that many small-time, opportunist cargo thieves may well have opted to ‘stay home’ to avoid the higher level of scrutiny of public movements but for the more strategic OCG operations, this was not only a time of ‘business as usual’ but also one which presented new and lucrative opportunities.

For the first 182 days of 2020, TAPA’s IIS database has so far recorded 3,278 cargo theft incidents with a total loss of €85,166,106 for the 2,154 or 65.7% of these crimes reporting a value. Over €52 million of this total was attributed to the 96 major incidents, those with individual losses of goods worth €100,000 or more. The average value of products stolen in these cases was €542,761.

Nine TAPA IIS product categories impacted by major crimes produced seven-figure loss totals for the six months:

- Computers/Laptops - €9,934,812
- Pharmaceuticals - €5,940,859
- No Load (Theft of truck and/or trailer) - €5,673,144
- Tobacco - €5,411,545
- Clothing & Footwear - €4,405,799
- Phones - €4,186,877
- Food & Drink - €2,987,254
- Cosmetics & Hygiene - €2,620,317
- Sports Equipment - €1,144,805

The 10 highest value incidents all involved seven-figure financial losses:

- €8,788,000 – on 9 March, thieves conducted a violent attack on a truck carrying computers/laptops shortly after it left a Services 3rd Party Facility in Nuneaton in Warwickshire, UK
- €5,000,000 – on 6 April, two million face masks and other PPE equipment was taken from an Origin Facility warehouse in Santiago de Compostela in northwest Spain. All the products were removed from their protective plastic boxes by the thieves to hide the origin of the theft
- €5,000,000 – The theft of 50 tractor units from a transport company by a rival operator. Police intercepted seven of the vehicles on 7 April as they were being driven from Murcia to Madrid to be sold. The thieves had replaced the original Bulgarian licence plates with cloned Spanish plates
- €3,295,500 – Thieves stole an unattended HGV semi-trailer and its load of tobacco from a location in Daventry in the East Midlands region of the UK on 27 May
• **€3,000,000** – On 14 March, offenders used forged documentation to facilitate the deceptive pick-up of a shipment of phones from an Aviation Transportation Facility at Amsterdam Schiphol

• **€2,000,000** – Six offenders in two cars blocked a road in Nantes, western France, to forcibly stop and hijack a truck carrying tobacco and cigarettes shortly after it left a warehouse in the area on 7 June

• **€1,318,200** – Thieves used a tractor unit to force their way into a haulage yard in Haydock in the North West region of the UK on 18 January before stealing a trailer loaded with alcohol products

• **€1,144,805** – The theft of stock from a sporting goods warehouse in Grimsby, Lincolnshire in the UK, on 2 April

• **€1,098,500** – A second Theft from Facility reported in Grimsby on 30 March and the theft of clothing and footwear products, believed to have been conducted over a four-day period by thieves using an HGV and trailer

• **€1,033,877** – on 10 April, a truck carrying a shipment of phones from Nairobi’s Jomo Kenyatta International Airport was hijacked while en route to a warehouse facility

The United Kingdom recorded the highest number of major cargo losses in this reporting period with 56 or 63.6% of all crimes with a value of €100,000 or more. These produced a total loss of €27,658,653 or an average of €493,905. A further 10 took place in Germany, with an overall total and average of €2,470,195 and €247,020 respectively. France recorded 7 major losses totalling €3,568,000 or an average of €509,714, while the 6 major losses in the Netherlands reported corresponding figures of €4,209,178 or an average of €701,530.

Outside of the €1m-plus losses, the next 10 highest major cargo thefts reported to TAPA’s IIS in the half-year were:

• **€675,054** – Computers/laptops stolen from a truck in Milton Keynes in the UK on 2 June after thieves cut through the vehicle’s tarpaulin curtain

• **€659,100** – Thieves forced open the rear doors of a vehicle parked at a location in Burghclere, Hampshire, in the UK, and stole a shipment of power tools on 19 March

• **€615,160** – The theft of motorcycles from a Services 3rd Party Facility in Clifton Upon Dunsmore in the UK county of Warwickshire on 13 June

• **€549,250** – Another curtain-cutting crime, this loss saw a cargo of clothing and footwear products taken from a truck in an unclassified parking location at a motorway service area (MSA) in Peterborough in eastern England on 8 January

• **€549,250** – In a similar type of crime, offenders took cosmetics and hygiene products from a vehicle at a MSA in Westerham in Kent, UK, on 30 January

• **€549,250** – In this case of Fraud, criminals in the UK used bogus company information to order a trailer load of metal from an overseas supplier in June

• **€530,000** – An employee working in an Aviation Transportation Facility in Schiphol in the Netherlands was arrested on 16 May in connection with the theft of 4,400 smartwatches

• **€524,457** – A truck loaded with soap and sanitiser was hijacked while en route in Midrand in South Africa’s Gauteng province on 26 May. Eight suspects were later arrested in connection with the crime and some of the load was recovered

• **€521,787** – Thieves entered the secure yard of a business in Bury St. Edmunds in Suffolk, UK, on 8 February and stole a vehicle loaded with miscellaneous products

• **€439,400** – A second major crime recorded at a motorway services in Peterborough, UK, this incident on 21 January involved the theft of machinery and parts after the offenders cut the tarpaulin side of the vehicle

‘Small-time, opportunist cargo thieves may well have opted to ‘stay home’ to avoid the higher level of scrutiny of public movements but for the more strategic OCG operations, this was not only a time of ‘business as usual’ but also one which presented new and lucrative opportunities.’
**PPE in high demand during early months of pandemic**

The supply and demand nature of the black market for stolen goods also prompted a spate of thefts of Personal Protective Equipment as offenders looked to cash in on one of the most sought-after products to help fight the outbreak of the coronavirus. In addition to the €5m theft of face masks previously highlighted in Spain, TAPA’s IIS was also notified of cases involving:

- Millions of respiratory masks stolen from an Aviation Transportation Facility in Kenya on 20 March
- 680,000 face masks from an unknown location in the Czech Republic on 17 March
- 500,000 face masks taken from a truck in France as it headed to towns across the Spanish border on 7 May
- 200,000 face masks disappeared from a truck parked at a motorway service area in Spain on 8 May
- 50,000 medical suits were taken from a shipping warehouse in Turkey on 7 April
- 50,000 respirators from a Destination Facility in Cologne, Germany, on 16 March
- A shipment of hand sanitiser from a truck at a MSA in Odsmalsbron in Sweden on 6 April
- Boxes of facemasks were taken from an Authorised 3rd Party Facility in Moscow on 19 March
- Protective medical gowns and gloves from an Authorised 3rd Party Facility in Bergen, Norway, on 20 March
- Protective face masks from a vehicle in Coulonieix-Chamiers in France on 18 March

Anecdotal evidence may also suggest an increase in cases of ‘stealing to order’ for goods in such high demand during the early months of the pandemic. TAPA recorded a higher than usual number of incidents in which multiple vehicles in parking locations had their tarpaulin curtains slashed but no goods were taken in the attacks, indicating the offenders had very specific types of products in mind – and, probably, black market customers already lined up to buy the goods.

**Losses reported to TAPA EMEA in 46 countries**

Five countries accounted for 87% of all cargo thefts recorded by TAPA’s IIS in this six-month period:

- United Kingdom – 1,670 incidents or 50.9% of the half-year total, as TAPA saw an immediate benefit from its new data sharing agreement with NaVCIS Freight, the UK law enforcement agency
- Germany – 827 or 25.2%
- Netherlands – 170 or 5.1%
- Spain – 129 or 3.9%
- Russia – 63 or 1.9%

Seven further countries reported double-digit losses in this reporting period:

- Italy – 52 incidents
- Denmark – 51
- South Africa – 38
- Romania – 35
- Belgium – 29
- Hungary – 24
- Czech Republic – 19

TAPA also continued to see more reporting of cargo crimes in Africa, with incidents recorded in 19 nations: Angola, Benin, Burkina Faso, Congo, Côte d’Ivoire, Equatorial Guinea, Gabon, Ghana, Kenya, Malawi, Morocco, Mozambique, Namibia, Nigeria, South Africa, Togo, Tunisia, Zambia and Zimbabwe.

**1,670**
Recorded incidents in 2020H1

**UNITED KINGDOM**

In the UK, the 88.2% of recorded crimes with a value produced a total loss of €53,215,364 or an average for all incidents with a value of €36,102.

**Top 10 most stolen types of products = 96.6%**

- Unspecified – 608 (36.4%)
- Miscellaneous – 350 (20.9%)
- Tobacco – 176 (10.5%)
- Food & Drink – 146 (8.7%)
- No Load (Theft of truck and/or trailer) – 131 (7.8%)
- Clothing & Footwear – 72 (4.3%)
- Furniture/Household Appliances – 49 (2.9%)
- Cosmetics & Hygiene – 38 (2.2%)
- Car Parts – 34 (2.0%)
- Computers/Laptops – 16 (0.9%)
Overall, TAPA recorded losses in 19 IIS product categories over the six months.

**Categories with 100 incidents or more were:**

- Food & Drink – 238 or 7.2% of the six-month total
- Tobacco – 192 or 5.8%
- No Load (Theft of truck and/or trailer) – 174 or 5.3%
- Clothing & Footwear – 118 or 3.5%
- Furniture/Household Appliances – 106 or 3.2%

Theft from Vehicle remained the most recorded type of incident with 2,179 crimes representing 66.4% of the half-year total, ahead of the 413 cases of Theft, 145 crimes involving Theft of Vehicle, and 122 incidents of Theft from Facility. TAPA’s IIS also recorded 84 cases of Fraud, the majority of which were in Russia.

In 1,605 or 48.9% of crimes reported to the Association, the location of incidents was recorded as Unclassified Parking Location. High incident rates were also seen for:

- Destination Facility – 362 or 11%
- En Route – 197 or 6%
- Services 3rd Party Facility – 169 or 5.1%

TAPA also recorded several incidents involving migrants onboard trucks and freight trains, as well as arrests of drivers implicated in people trafficking.

TAPA members can see the full half-year data and conduct their own analysis using the password-protected IIS database.

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**Top 10 by number of incidents**

<table>
<thead>
<tr>
<th>Product Category</th>
<th>Number</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unspecified</td>
<td>1,141</td>
<td>34.8%</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>943</td>
<td>28.7%</td>
</tr>
<tr>
<td>Food &amp; Drink</td>
<td>238</td>
<td>7.2%</td>
</tr>
<tr>
<td>Tobacco</td>
<td>192</td>
<td>5.8%</td>
</tr>
<tr>
<td>No Load (Theft of truck and/or trailer)</td>
<td>174</td>
<td>5.3%</td>
</tr>
<tr>
<td>Clothing &amp; Footwear</td>
<td>118</td>
<td>3.5%</td>
</tr>
<tr>
<td>Furniture/Household Appliances</td>
<td>106</td>
<td>3.2%</td>
</tr>
<tr>
<td>Cosmetics &amp; Hygiene</td>
<td>71</td>
<td>2.1%</td>
</tr>
<tr>
<td>Tools/Building Materials</td>
<td>52</td>
<td>1.5%</td>
</tr>
<tr>
<td>Car Parts</td>
<td>48</td>
<td>1.4%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>93.5%</td>
<td></td>
</tr>
</tbody>
</table>

---

**OTHER PRODUCTS**

<table>
<thead>
<tr>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metal</td>
</tr>
<tr>
<td>Pharma</td>
</tr>
<tr>
<td>Comp/L</td>
</tr>
<tr>
<td>Phons</td>
</tr>
<tr>
<td>Cash</td>
</tr>
<tr>
<td>Tyres</td>
</tr>
<tr>
<td>Bicycs</td>
</tr>
<tr>
<td>Toy/Ga</td>
</tr>
<tr>
<td>AgrMat</td>
</tr>
<tr>
<td>Sports</td>
</tr>
<tr>
<td>Jeweller/Precious Metals</td>
</tr>
</tbody>
</table>

**TOTAL**

| 6.3% |
2020H1 FACTS & FIGURES

Cargo crime data for the EMEA region based on freight thefts reported to TAPA’s Incident Information Service (IIS) between 1 January-30 June 2020...

MAJOR CARGO LOSSES OF €100,000 OR MORE IN EMEA IN 2020H1

<table>
<thead>
<tr>
<th>COUNTRY</th>
<th>H1 INCIDENTS</th>
<th>TOTAL COMBINED VALUE</th>
<th>AVERAGE VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>BELGIUM</td>
<td>1</td>
<td>€ 141,422</td>
<td>€ 141,422</td>
</tr>
<tr>
<td>FRANCE</td>
<td>7</td>
<td>€ 3,568,240</td>
<td>€ 329,714</td>
</tr>
<tr>
<td>GERMANY</td>
<td>10</td>
<td>€ 2,470,195</td>
<td>€ 247,020</td>
</tr>
<tr>
<td>HUNGARY</td>
<td>1</td>
<td>€ 128,640</td>
<td>€ 128,640</td>
</tr>
<tr>
<td>ITALY</td>
<td>3</td>
<td>€ 600,000</td>
<td>€ 200,000</td>
</tr>
<tr>
<td>KENYA</td>
<td>2</td>
<td>€ 1,282,465</td>
<td>€ 641,233</td>
</tr>
<tr>
<td>NETHERLANDS</td>
<td>6</td>
<td>€ 4,209,178</td>
<td>€ 701,530</td>
</tr>
<tr>
<td>RUSSIA</td>
<td>3</td>
<td>€ 645,432</td>
<td>€ 215,144</td>
</tr>
<tr>
<td>SOUTH AFRICA</td>
<td>3</td>
<td>€ 961,129</td>
<td>€ 320,376</td>
</tr>
<tr>
<td>SPAIN</td>
<td>3</td>
<td>€ 10,153,000</td>
<td>€ 3,384,333</td>
</tr>
<tr>
<td>TURKEY</td>
<td>1</td>
<td>€ 287,000</td>
<td>€ 287,000</td>
</tr>
<tr>
<td>UNITED KINGDOM</td>
<td>56</td>
<td>€ 27,658,653</td>
<td>€ 493,905</td>
</tr>
<tr>
<td>TOTAL</td>
<td>96</td>
<td>€ 52,105,114</td>
<td>€ 542,761</td>
</tr>
</tbody>
</table>

3.7% Only 3.7% of all cargo thefts in 2020H1 were Theft from Facility crimes

617 Incidents involved thieves targeting Last Mile deliveries, 18.2% of the total

MAJOR CARGO LOSSES OVER €100,000 BY TYPE OF PRODUCT

<table>
<thead>
<tr>
<th>PRODUCT</th>
<th>NUMBER OF INCIDENTS</th>
<th>TOTAL VALUE OF INCIDENTS</th>
<th>AVERAGE LOSS VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MISCELLANEOUS</td>
<td>30</td>
<td>€ 6,786,864</td>
<td>€ 226,229</td>
</tr>
<tr>
<td>CLOTHING &amp; FOOTWEAR</td>
<td>15</td>
<td>€ 4,405,799</td>
<td>€ 293,720</td>
</tr>
<tr>
<td>FOOD &amp; DRINK</td>
<td>10</td>
<td>€ 2,987,254</td>
<td>€ 298,725</td>
</tr>
<tr>
<td>COSMETICS &amp; HYGIENE</td>
<td>8</td>
<td>€ 2,620,317</td>
<td>€ 327,540</td>
</tr>
<tr>
<td>NO LOAD (Theft of truck and/or trailer)</td>
<td>6</td>
<td>€ 5,673,144</td>
<td>€ 945,524</td>
</tr>
<tr>
<td>COMPUTERS/LAPTOPS</td>
<td>5</td>
<td>€ 9,934,812</td>
<td>€ 1,986,962</td>
</tr>
<tr>
<td>PHARMACEUTICALS</td>
<td>4</td>
<td>€ 5,940,859</td>
<td>€ 1,485,215</td>
</tr>
<tr>
<td>PHONES</td>
<td>3</td>
<td>€ 4,186,877</td>
<td>€ 1,395,626</td>
</tr>
<tr>
<td>TOBACCO</td>
<td>3</td>
<td>€ 5,411,545</td>
<td>€ 1,803,848</td>
</tr>
<tr>
<td>CAR PARTS</td>
<td>2</td>
<td>€ 488,832</td>
<td>€ 244,416</td>
</tr>
<tr>
<td>FURNITURE/HOUSEHOLD APPLIANCES</td>
<td>2</td>
<td>€ 241,876</td>
<td>€ 120,938</td>
</tr>
<tr>
<td>METAL</td>
<td>2</td>
<td>€ 664,592</td>
<td>€ 332,296</td>
</tr>
<tr>
<td>TOOLS/BUILDING MATERIALS</td>
<td>2</td>
<td>€ 907,688</td>
<td>€ 453,844</td>
</tr>
<tr>
<td>BICYCLES</td>
<td>1</td>
<td>€ 200,000</td>
<td>€ 200,000</td>
</tr>
<tr>
<td>SPORTS EQUIPMENT</td>
<td>1</td>
<td>€ 1,144,805</td>
<td>€ 1,144,805</td>
</tr>
<tr>
<td>TOYS/GAMES</td>
<td>1</td>
<td>€ 109,850</td>
<td>€ 109,850</td>
</tr>
<tr>
<td>UNSPECIFIED</td>
<td>1</td>
<td>€ 400,000</td>
<td>€ 400,000</td>
</tr>
<tr>
<td>2020H1 TOTAL</td>
<td>96</td>
<td>€ 52,105,114</td>
<td>€ 542,761</td>
</tr>
</tbody>
</table>

MAJOR CARGO CRIMES BY TYPE OF INCIDENT

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Theft from Vehicle</td>
<td>33</td>
</tr>
<tr>
<td>Theft from Facility</td>
<td>15</td>
</tr>
<tr>
<td>Theft of Trailer</td>
<td>13</td>
</tr>
<tr>
<td>Theft of Vehicle</td>
<td>10</td>
</tr>
<tr>
<td>Fraud</td>
<td>8</td>
</tr>
<tr>
<td>Theft</td>
<td>5</td>
</tr>
<tr>
<td>Hijacking</td>
<td>4</td>
</tr>
<tr>
<td>Theft from Trailer</td>
<td>3</td>
</tr>
<tr>
<td>Theft of Container</td>
<td>2</td>
</tr>
<tr>
<td>Truck Theft</td>
<td>2</td>
</tr>
<tr>
<td>Robbery</td>
<td>1</td>
</tr>
</tbody>
</table>

MAJOR CRIMES BY TYPE OF LOCATION

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unclassified Parking Location</td>
<td>33</td>
</tr>
<tr>
<td>Unknown</td>
<td>15</td>
</tr>
<tr>
<td>Services 3rd Party Facility</td>
<td>13</td>
</tr>
<tr>
<td>En Route</td>
<td>10</td>
</tr>
<tr>
<td>Road Transportation Facility</td>
<td>8</td>
</tr>
<tr>
<td>Authorised 3rd Party Facility</td>
<td>5</td>
</tr>
<tr>
<td>Origin Facility</td>
<td>4</td>
</tr>
<tr>
<td>Aviation Transportation Facility</td>
<td>3</td>
</tr>
<tr>
<td>Destination Facility</td>
<td>2</td>
</tr>
<tr>
<td>Maritime Transportation Facility</td>
<td>2</td>
</tr>
<tr>
<td>Railway Operation Facility</td>
<td>1</td>
</tr>
</tbody>
</table>

148 Or 4.5% of incidents involved violence or the threat of violence

MAJOR CRIMES BY MODUS OPERANDI

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intrusion</td>
<td>61</td>
</tr>
<tr>
<td>Unknown</td>
<td>13</td>
</tr>
<tr>
<td>Deception Other</td>
<td>5</td>
</tr>
<tr>
<td>Deceptive Pick-up</td>
<td>5</td>
</tr>
<tr>
<td>Violent/Threat with Violence</td>
<td>5</td>
</tr>
<tr>
<td>Forced Stop</td>
<td>4</td>
</tr>
<tr>
<td>Internal</td>
<td>2</td>
</tr>
<tr>
<td>Theft from Moving Vehicle</td>
<td>1</td>
</tr>
</tbody>
</table>
19

**2020H1 CRIME DATA**

Cargo losses of between €50,000-€100,000 by country in EMEA

<table>
<thead>
<tr>
<th>Country</th>
<th>H1 Incidents</th>
<th>Total Combined Value</th>
<th>Average Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austria</td>
<td>2</td>
<td>€ 160,000</td>
<td>€ 80,000</td>
</tr>
<tr>
<td>France</td>
<td>1</td>
<td>€ 50,000</td>
<td>€ 50,000</td>
</tr>
<tr>
<td>Germany</td>
<td>13</td>
<td>€ 833,638</td>
<td>€ 64,126</td>
</tr>
<tr>
<td>Hungary</td>
<td>1</td>
<td>€ 63,540</td>
<td>€ 63,540</td>
</tr>
<tr>
<td>Italy</td>
<td>2</td>
<td>€ 104,088</td>
<td>€ 52,044</td>
</tr>
<tr>
<td>Kenya</td>
<td>1</td>
<td>€ 53,946</td>
<td>€ 53,946</td>
</tr>
<tr>
<td>Netherlands</td>
<td>5</td>
<td>€ 327,948</td>
<td>€ 65,589</td>
</tr>
<tr>
<td>Romania</td>
<td>4</td>
<td>€ 262,753</td>
<td>€ 65,688</td>
</tr>
<tr>
<td>Russia</td>
<td>15</td>
<td>€ 930,125</td>
<td>€ 62,008</td>
</tr>
<tr>
<td>South Africa</td>
<td>1</td>
<td>€ 76,997</td>
<td>€ 76,997</td>
</tr>
<tr>
<td>Sweden</td>
<td>1</td>
<td>€ 68,638</td>
<td>€ 68,638</td>
</tr>
<tr>
<td>Turkey</td>
<td>1</td>
<td>€ 60,676</td>
<td>€ 60,676</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>41</td>
<td>€ 2,866,954</td>
<td>€ 69,925</td>
</tr>
</tbody>
</table>

**2020H1 TOTAL** | **88**       | **€ 5,859,303**      | **€ 66,582**  

Food & Drink was the IIS product category with most losses, 7.2% of the overall total

Miscellaneous products stolen in the period included oil, drones, garden furniture, detergent, matches, ceramics, diesel engines, air conditioning units, baby milk, chemicals, coffee machines, cutlery, audio equipment, suitcases, bathrobes, cameras, propane gas, pillows

93.4%

Of all crimes in 2020H1 were in 10 countries: the United Kingdom, Germany, the Netherlands, Spain, Russia, Italy, Denmark, South Africa, Romania and Belgium

92%

Of all freight thefts in Russia involved Fraud
GREATER TOGETHER

Lina Li, Head of Security APAC at Signify, took over as Chair of TAPA APAC in July. Vigilant invited Lina to tell us more about what she brings to the role and her priorities for the Association’s progress in the region over the next 12 months and beyond...

Q&A

Tell us about your working style

I prefer everything to be well organized than having last minute changes. Therefore, I do enjoy thinking on the way to work while driving every morning and then writing all my thoughts and to-do list on a notebook upon arriving at the office at the start of my day. Due to the time difference with overseas customers and colleagues, my mornings are normally quieter than the afternoons and, by evening, I will be packed with lots of back-to-back meetings which can extend to late nights. By the end of each day, I re-check my mailbox to make sure there are no urgent items pending and to think about my plan for the next day. As a security practitioner, there will always be quite a few unexpected surprises in our daily routine. You really do not know what will happen tomorrow, just like how COVID-19 has impacted us. So, better planning and maintaining high working efficiency is the best way to get myself geared for any emergency while ensuring work-life balance.

How has your involvement with TAPA APAC helped you in your day job?

The supply chain security program adopted by Signify uses TAPA Standards as a reference and, globally, we recognize its highest level of Standard as the industry best practice. Therefore, my engagement with TAPA definitely helps our organization to keep abreast of the latest news and standards, including timely sharing of global incident intelligence which enables us to identify those high security risk areas in our global supply chain and then to implement effective mitigations proactively.

How has your involvement with TAPA APAC ‘career’ developed since you joined the Board?

I started my TAPA APAC Board role focusing on the Waiver & Audit committee to review and approve all audit reports received, including waiver requests prior to the issuing of certifications. It was a tedious job at the very beginning but as I reviewed more reports, I recognized the importance of delivering high quality training to all auditors to ensure the same level of standards and expectations can be reached. This has also led to my later commitment in the Training committee. Not only did I commit myself to attending all trainings and become a certified FSR and TSR trainer, but I have also strived to improve our training management process, including annual planning and the securing of trainer resources.

Last year, I moved to lead the Standards Committee and joined the Worldwide Change Control Board (WWCCB) representing APAC. Such engagement provided me with the unique opportunity to comment on the new FSR and TSR 2020 Standards’ drafts based on the different feedback that I had received from our members during past trainings. In addition, since WWCCB is the body to discuss and fine tune all change proposals to the TAPA organization before submitting them to our
Worldwide Council (WWC) for approval, I was able to be kept abreast of all new initiatives and the future direction that TAPA globally is moving towards, and be the voice of the APAC region. All these experiences enriched my professionalism and helped me speed up my handover with our previous Chair, Tony Lugg.

**What are your key responsibilities as Chair of TAPA APAC?**

According to the TAPA constitution, the Chair has overall responsibility for all affairs of the Association and shall supervise, direct, and control the Association's activities and affairs, presiding at meetings of the Management Committee and at all meetings of the members. For me, I strongly believe that there is one unwritten responsibility for all TAPA Chairs which is to motivate and enhance the cohesion of the entire regional board to consistently deliver our commitments to members. With the strong commitment and dedication of the TAPA APAC BOD, we serve our members to pursue the maximum value to the supply chain security industry. This is not only a journey for our organization, but also a learning and growing path which is beneficial to ourselves. We welcome all security practitioners who share the same goal to join us on this wonderful journey.

**What are your early experiences as Chair of TAPA APAC?**

It has been a challenging yet rewarding experience for me. We have a lot of planned changes and activities this year which require plenty of time and resources to be committed by our Board of Directors. However, as we all have our daily jobs and commitments to our own employers too, balancing TAPA work inbetween is a huge challenge to everyone. I would like to take this opportunity to express my sincere appreciation to my entire BOD who have demonstrated their great professionalism in every decision we've made and provided great support to me during the transition period, particularly our Key Office Bearers. THANK YOU!

**What are your personal aspirations?**

I want to become a recognized security leader in this industry. I am a results-oriented person and truly believe leadership is not only about how successful you are personally, but also how you can help your team members be successful. Being Chair of TAPA APAC, my motivation originates from our members. Only when our deliverables are recognized by our members will I feel that all my efforts are worthwhile, and I will continue to strive even harder for more achievements.

**Where are the opportunities for TAPA to grow in the supply chain industry?**

As an NGO with almost 20 years of established history in APAC, TAPA now is financially well-secured with a stable membership growth of 5% each year. The APAC region now certifies more than 200 sites and trains over 600 members every year. We see TAPA as the number one association in the supply chain to provide industry players with the most valuable security standards and tools to control the Association's activities and affairs, presiding at meetings of the Management Committee and at all meetings of the members. For me, I strongly believe that there is one unwritten responsibility for all TAPA Chairs which is to motivate and enhance the cohesion of the entire regional board to consistently deliver our commitments to members. With the strong commitment and dedication of the TAPA APAC BOD, we serve our members to pursue the maximum value to the supply chain security industry. This is not only a journey for our organization, but also a learning and growing path which is beneficial to ourselves. We welcome all security practitioners who share the same goal to join us on this wonderful journey.

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

I have the following priorities in my mind as TAPA APAC Chair:

I. Ensure the successful roll-out of our 2020 FSR & TSR Standards through the delivery of online training and the revamped partnership with our global and regional Independent Audit Bodies (IABs);

II. Engage with our BOD to identify the most fit and cost-effective service providers (IIS, webpage, legal consultants etc.) and partners (service centers, associations, government authorities) for mutual recognized interest and offering of the best value to our members;

III. Promote the TAPA brand through various events (training, webinars, podcasts, newsletters) to consistently drive membership growth

‘I believe that the biggest challenge for industry players will be to maintain supply chain resiliency as the world is facing the rapid development of new technologies and digital transformation that may bring forth many uncertainties. Only those companies with high levels of agility and sustainability to adapt to these changes can survive and maintain profitability.’
With over 80% of all cargo thefts reported to TAPA involving criminal attacks on trucks, it’s hardly surprising to learn that the number of TAPA Trucking Security Requirements (TSR) certifications are increasing around the world… and many more are expected globally since the publication of the new 2020 revision of the TSR Standard at the start of July.

As always, the TAPA Standards Team and Steve McHugh, Executive Director Standards, are continuing to look for ways to provide the best support and advice for companies adopting the TAPA Standards. This month saw their latest offering with the publication of a new Locking Systems Guidance (LSG) document looking at one of the most important layers of road transport vehicle security.

To assist in the project, TAPA called upon the expertise of two of its most experienced members in this field; Pieter Sutorius, former owner of Trans-Safety LOCKS, and Greg Haber, President of Babaco Alarm Systems Inc. to deliver practical help and information on vehicle threats and risk assessment as well as locking systems which are commercially available to help protect road transport vehicles, drivers and cargoes.

The document provides:

- Additional detailed information on locking system solutions not covered in the TAPA TSR Security Standard
- Information on different categories of locking systems to help TAPA members in the selection of suitable products
- Examples of locking systems and their intended use

The Guidance states: ‘The enemy of the road transport criminal is time and noise. By installing high quality locking systems, you are deterring some criminals from even trying to make an attempt.

‘Vehicle locking systems should be designed to assist in supporting the basic security principles of deter, detect, delay, respond and, when used in conjunction with additional security measures, such as electronic sensors and alarms, can provide a high level of confidence in the security design. Unsuitable locking systems such as plastic seals or low-grade padlocks/chains etc. will invite the attention of criminals. Even minor upgrades in locking systems could improve protection of the cargo.’

While keen to offer help to support member companies, TAPA’s neutral status means the Association is unable to endorse any products. Its advice to members is to always conduct their own analysis before choosing the best products and suppliers to meet their supply chain resilience requirements. Despite claims by some providers of locking systems, no locking systems have been certified by TAPA to meet the TAPA Standards.

The LSG aims to help companies find their way through the maze of locking systems in the market which will satisfy the features and capabilities set out in the TSR Standard as part of the certification audit. TAPA recognizes that identifying locks that meet or exceed the TSR requirements can sometimes be a challenge for auditors and end-users.

The Guidance highlights key factors to be considered in the locking systems appraisal process:

- The locking system could be installed in or on suitable doors and/or frames of the vehicle, so that the cargo compartment door and frame are incorporated into the locking system, providing additional protection to the vehicle.
• High security locks should not be able to be detached from the vehicle by cutting or forcing the adjacent fixings. Examples of a robust installation include use of concealed bolts and/or the lock being welded to steel plates or similar, attached to the vehicle.

• Fit-for-purpose can also mean a combination of requirements depending on the vehicle, its load and routes being used. High grade steel locks affixed to external door bars may be judged as sufficient if the vehicle does not stop before reaching its destination. However, if the vehicle must stop one or more times en route, this may create an opportunity for a criminal attack. Trailer external door bars, the door bar fixings or the door hinges can easily be cut rendering the lock ineffective. In this example, the use of just a high-grade lock may not be sufficient to deter an attack. The locking system could be upgraded with additional features such as sensors connected to the telematics system and/or a different locking solution incorporated into the design of the door and frame could be considered.

Locking Systems outlined in the Guidance are categorised into five areas:

• Conventional key operated systems
• Keyless operated systems
• Seals
• Customized locking systems
• Immobilizing and monitoring systems

Steve McHugh stated: “We are confident that members using TAPA’s Trucking Security Requirements will find the Locking Systems Guidance provides valuable knowledge and insight to help them identify the best solutions for their needs. I am especially grateful to Pieter and Greg for giving us the benefit of their expertise and for seeing this as an opportunity to support TAPA’s global membership and to give something back to the industry. The value of having two leading Subject Matter Experts in this field has enabled us deliver another great addition to information that supports the TAPA Standards.”

TAPA’s Locking Systems Guidance can be downloaded here

FAQs in the LSG:

• How can I ensure a lock systems supplier’s products are suitable for my needs?

• Do global conformance tests for road transport vehicles’ locking systems exist?

• Apart from test certifications and endorsements, are there other features that can help in the selection of a good locking system?

• What does it mean when I see a locking product advertised as CTPAT or TAPA compliant?

• How can I ensure High Security Seal products meet my needs?

CONTRIBUTOR PROFILES

Pieter Sutorius sold his company Trans-Safety LOCKS to WABCO in early 2016. Born in 1943 and raised in Holland, Pieter’s early career included roles in both the U.S. and Japan representing his German steel mill employer. In 1980, he joined an American sea container leasing company to run its northern Europe activities and, five years later, started his own business leasing, selling and repairing sea containers, becoming heavily involved in road and sea transport in Europe. Recognizing the intensity and high value of cargo losses, he subsequently started to produce anti-theft devices for trucks, trailers and containers. Unknowingly, Pieter’s decision ‘to do something against cargo theft’ coincided with the birth of TAPA and he joined the Association some six years later. He remains a proud Honorable member of TAPA EMEA.

Greg Haber is President of Babaco Alarm Systems Inc. and has been a member of TAPA for five years. Using his electrical engineering background, Greg started his career in consumer vehicle security, which led him to the consumer GPS business at Satellite Tracking Technologies (STT). In the mid-1990s, STT developed a GPS device for the Ford Motor Company which transmitted simultaneous voice and data over the analog phone channel. Moving later into the consumer electronics market, Greg’s roles included designing, manufacturing, procurement, and technology transfer at various factories in China, producing notable products including air antennas for next generation HDTVs as well as radio, GPS antennas, and audio/video distribution devices. Many of Greg’s products were developed exclusively for Radio Shack. Since joining Babaco in 1999, Greg has continued to keep his finger on the pulse of ongoing changes in theft techniques, developing innovative technological creations to deter cargo thefts.
COVID-19 is driving large technology providers to widen their portfolios and to look at new solutions beyond just Physical Security systems...

LenelS2 offers healthy buildings

As people around the world adjust to a new normal, the health and efficiency of buildings – and how they influence personal health – is critically important. LenelS2 has announced a portfolio of solutions as part of Carrier’s Healthy Buildings Program, designed to help protect people and assets, and to help optimize building health and efficiency. “As businesses and schools reopen, organizations need to be confident in their ability to protect the health and safety of building occupants, and building occupants need to trust that they will be protected,” said Jeff Stanek, president, LenelS2. “Solutions from LenelS2 can help end users provide healthier and safer workspaces as they begin to welcome people back to their facilities.” LenelS2 solutions include Touchless Access, Occupancy Management and Enhanced Access Control, and Proactive Screening Solutions. Find out more here.

Honeywell MB-Wireless intrusion system

New to the MB radio system is the MB RF magnetic contact. With an extensive range of functionalities and flexible use, it opens up whole new options for high-quality protection based on Honeywell’s MB radio system, the company says. The new RF magnetic contact can be used very flexibly, for fixed and temporary installations alike. The RF magnetic contact has four inputs, which are individually evaluated and transmitted to the panel, enabling various configurations, including a monitoring system to ensure doors and windows are closed. MB-Secure is an innovative, modular platform that can be used in a variety of ways to implement a wide range of security solutions, enabling straightforward integration of intruder detection, access control and video surveillance systems in one single control panel. Read more here.

Johnson Controls launches OpenBlue

In our new world we must transform in every way. Johnson Controls says it is transforming how spaces and places are perceived and enjoyed. Applying data from both inside buildings and beyond, customers can now manage operations systemically using OpenBlue, a complete suite of connected solutions that delivers impactful sustainability, new occupant experiences, and respectful safety and security. It also features a suite of tailored, AI-powered service solutions such as remote diagnostics, predictive maintenance, compliance monitoring, and advanced risk assessments. The company says OpenBlue powers advanced security solutions whilst balancing your need for personal privacy. Combining data from inside and outside of the building, OpenBlue provides proactive threat protection, improved asset safety, and delivers active compliance management. See more via this link.

Qognify announces VMS Cayuga R14 for cyber security

Qognify, advisors and technology solution providers for physical security and enterprise incident management, has confirmed the latest release of its video management system (VMS) Cayuga R14, which places a major focus on cyber security. With the rise of IP solutions for video surveillance systems in recent years, dealing with cybersecurity issues to safeguard video installations has become of utmost importance. One of the best ways to reduce network vulnerabilities associated with video surveillance systems is to make sure that the communication between the different components of the video solution is securely encrypted. A comprehensive role-based access management must also be in place in order to elevate the level of protection, while meeting the compliance requirements of mission-critical environments. Cayuga R14 is focusing on just that. The security architecture of the VMS has been revamped to make sure that internal communication is even safer than before. State-of-the-art encryption is used for the export of videos, so that they can only be accessed by authorized people. Furthermore, Cayuga now supports more than 5,000 different devices from more than 80 different hardware manufacturers. You can learn more here.

Tyco launching new apps for ports, airports and logistic hubs

Tyco Innometriks readers with Alfapass plug-in offer a higher security level through biometrics in ports and large infrastructures, the company says. Ports are an essential link within the chain of transport and connect goods and people across seas and over land, so it’s essential for high performing security solutions to be in place to protect goods, people and staff from criminal activities. Innometriks says it offers high assurance reader solutions that fill critical compliance gaps that exist in the current generation of physical access control systems (PACS). To be able to bring the security level at entrances of companies located in Belgian ports, we collaborated with Alfapass, the solution for ID-control in ports, to offer a combined card/biometrics reader, where the reader is capable of reading the card number and fingerprint on the Alfapass access card; the company reports. Read their comments here.

Please note that none of the items covered in this section are endorsed by TAPA.
ALLIANZ STUDY WARNS OF MORE SUPPLY CHAIN DISRUPTION TO COME

The latest Allianz Safety and Shipping Review 2020 warns of even more upcoming risk of supply chain disruptions and losses from trade wars, regional conflicts, civil unrest, piracy and cyberattacks.

The Review highlights:

Political rivalries played out on the seas
Political risk has become a pressing topic for supply chains and this is often played out on shipping and trade which acts as pawns in disputes, with changes such as import and export regulations affecting some of the world’s busiest cargo routes and ports. This brings additional costs with changes to trading volume or cancelled shipments, as well as heightened security risks and potential product thefts which result from more chokepoints at ports and the use of alternative cargo routes.

For example, as political rivalry between the US and Iran intensifies, there has been an increased number of attacks against vessels in the Gulf of Oman and off the coast of Yemen. Likewise, the South China Sea, where China and the US are competing for influence in Asia Pacific, is fast becoming another hotspot for thefts, collisions and groundings.

Supply chains caught in conflicts and civil unrest
Geopolitical risks have heightened the occurrence of civil unrest and protests, as seen in Hong Kong, Chile and India. According to a Verisk study, 47 countries witnessed a surge in civil unrest in 2019 and these numbers are likely to increase. Such unrest may implicate ports in terms of the ability to secure cargo and crew, and to access ports safely. Shipments that are caught in areas of unrest also face risks of damage and losses. Resilience and agility in supply chains have now became an increasing focus, highlighting the need for logistics providers to be equipped with secure tracking systems for improved visibility and communication.

Piracy, kidnapping and armed robbery
According to the International Maritime Bureau, 162 incidents of piracy and armed robbery against ships worldwide were recorded in 2019. 90% of kidnappings reported occurred in the Gulf of Guinea. Given the increase in political and economic uncertainties today, these attacks remain a serious threat to shippers and supply chains.

Lina Li, Chair of TAPA Asia Pacific, emphasized: “TAPA Standards are increasingly being written into contractual agreements with outsourced manufacturing and logistics service providers. This will ensure that all parties are accountable for the shipper’s assets. Transferring risks and maintaining a level of compliance has become a key method to reduce supply chain risk, prevent losses and ensure that goods reach markets safely. Achieving TAPA certification creates accountability for logistics companies and greater assurance for stakeholders in the transportation of vulnerable and high value assets.”

Technology reliance presents cyber risks
With the outbreak of the coronavirus, supply chains are becoming increasingly dependent on new technologies and computer software such as Industrial Control Systems (ICS). However, this digital transformation is not without consequence. It has heightened the risk of cyberattacks, from crippling ports and terminals to spoofing attacks on ships. Allianz has received reports of companies facing a 400% increase in attempted cyberattacks since the start of the pandemic.

“The biggest challenge for industry players is to maintain supply chain resiliency as the world is faced with rapid development of new technologies that may bring forth many uncertainties. Only those with high agility and sustainability to adapt to these changes can survive to maintain profitability and provide the most reliable services to their customers. As the supply chain industry continues to evolve, TAPA will constantly review and adapt these elements into the Standards, services and technologies we are deploying to cope with industry needs and improve our working efficiency. The 2020 revisions of TAPA’s FSR and TSR Standards has been updated to provide the latest industry security requirements for our members in managing and securing their operations in this evolving climate,” Lina Li added.
With Last Mile cargo thefts a growing concern for Manufacturers and Logistics Service Providers, Vigilant takes a closer look at the challenges for businesses operating in Barcelona, one of Europe’s hotspots for these types of criminal attacks, and summarises the key outputs from Risk Intelligence’s latest webinar on this topic, which included input from TAPA EMEA’s Executive Director, Laurence Brown, to help avoid Last Mile cargo thefts in one of Europe’s least secure cities.

Barcelona is a cargo theft hotspot and one of the worst affected regions in Spain. With 70 Last Mile delivery thefts in the last year and numerous incidents at motorway services and industrial areas on the outskirts of the city, the problem is likely to continue. So why Barcelona?

When looking at Last Mile delivery theft, Barcelona can be considered a ‘target rich environment’. Heavy traffic and narrow streets provide criminals with numerous opportunities to identify, follow or ambush vehicles making Last Mile deliveries. Motorway service areas on arterial routes around the city also provide plenty of targets for roving cargo theft gangs.

Barcelona – the threat
The main M.O. of cargo thieves outside Barcelona city is tarpaulin-cutting of soft-sided trailers, with most incidents occurring when trucks are parked in unsecured parking areas. The theft of entire trucks and their cargo has also occurred in some incidents.

In Barcelona itself, the main threat is Last Mile delivery thefts, where goods are taken from vans whilst drivers are making deliveries. Much of this is relatively low-level organised crime. Although the groups themselves can be relatively large, they are not believed to be linked to major crime syndicates or criminal networks.

The three threat actor parameters
At Risk Intelligence, we evaluate and analyse the threat actor, in this case the cargo thieves, based on three parameters; intent, capability, and opportunity. Intent is the goal the adversary wants to achieve. Capability is the ability of the adversary to successfully breach security measures and fulfil their intent, and Opportunity relates to the conditions in the wider environment and the nature of the target vulnerabilities, (physical and operational) that can be exploited by the adversary.

Threat actor intent
As with all cargo thefts, local criminals target Last Mile shipments because they see it as a relatively easy way to make money. They prefer to steal high value or in-demand products over low cost items or those that are difficult to sell. Perpetrators will try to avoid a confrontation with the driver. Sentences for theft are usually minor, but this quickly changes in the case of robberies involving the threat or use of violence as police forces are more likely to prioritise crimes that endanger people.

Threat actor capability
To breach a truck/trailer or other delivery vehicle requires simple breaching tools - crowbars, bolt cutters, utility knifes etc, which can be bought in any hardware store. Obtaining vehicles (stolen or otherwise), to escape the scene and transport cargo is also easy for most criminals. It does not require a high degree of tradecraft to breach a vehicle. Some skill and efficiency is needed to steal cargo undetected but, again, this requires little technical expertise.

Barcelona facts:
- 5th most populous area in EU
- Population of 1.6 million - further 4.8 million living within greater area
- Highest density of cars in EU - 500,000 vehicles transit daily
- 15 million e-commerce deliveries a year - responsible for 20% of city traffic congestion
Barcelona - criminal opportunities
Unrestricted access to unsecured parking areas with little surveillance or security is central to the adversary's opportunity. Drivers park at unsecured locations due to restrictions on driving hours, mandatory rest requirements, financial constraints, or simply due to a lack of secure parking options. As a result, most thefts happen at night when drivers are sleeping, similar to conditions elsewhere in Europe.

The inherent vulnerability of Last Mile deliveries is exploited by the criminals. Drivers must open the secure cargo compartment and leave the vehicle multiple times on public streets to make their deliveries. With drivers under intense pressure to fulfil multi-drop ‘next day’ deliveries, complacency can creep in.

A hotspot for Last Mile delivery incidents
Last year, there were 56 incidents between August to December with a significant increase in the run up to Christmas. Most thefts took place in central and south/western Barcelona city and along the AP-7 motorway.

There have been 49 incidents to date in 2020 with a sharp drop off in incidents following the New Year. Each site has both secure and unsecured parking areas. Not surprisingly, the incidents took place in the unsecured parking areas, reinforcing the importance of using secure parking when available.

For longer distance transports, staging the journey to avoid overnight stops at service areas on the AP-7 motorway over the last year. Each site has both secure and unsecured parking areas. Not surprisingly, the incidents took place in the unsecured parking areas, reinforcing the importance of using secure parking when available.

The importance of route planning
Although incidents seem opportunist in nature, criminals are actively targeting Last Mile delivery vehicles. They either wait to ambush vehicles as they arrive at a delivery point or follow delivery vehicles by car or scooter until they stop to make a delivery. ‘Tailing’ a delivery vehicle is fairly easy in Barcelona's congested and often narrow city streets.

There have also been a handful of incidents at the Castellbisbal and Collsabadell motorway service areas on the AP-7 motorway over the last year. Each site has both secure and unsecured parking areas. Not surprisingly, the incidents took place in the unsecured parking areas, reinforcing the importance of using secure parking when available.

\[ \text{CONTINUED ON PAGE } 28 \]
enforced to ensure they are used, such as driver training that includes a quick safety/security check before unloading. Drivers should also be reminded of the need to follow sensible security procedures, including checking mirrors before exiting their vehicle, looking for suspicious people at drop-off points, and being alert to anything deemed to be out of the ordinary. The general rule is always: if it does not feel right, drive on and come back later. And, always lock the vehicle, no matter how close the delivery or how short the stop.

A threat for the long-term

There have been some successes against the criminals over the last year, with three notable law enforcement operations that took down four separate cargo theft groups. These groups specialised in targeting trucks at local service areas.

However welcome these successes are, they will have little impact on low-level criminals conducting Last Mile delivery thefts within the city. In Barcelona, every street is a potential delivery stop and, as a result, a potential crime scene. The threat actors are too numerous and incident locations too dispersed to effectively monitor and interdict. As a result, logistics service providers should primarily rely on their own security procedures and dynamic assessment tools to avoid theft.
LATEST IIS INCIDENT ALERTS...

TAPA EMEA’s IIS team continues to keep members up-to-date with the very latest cargo crime news. The most recent reports include:

**Attempted theft in South Africa**
On the morning of 21 September, just after a truck had left its depot, the company noticed that the vehicle’s tracking device was starting to scramble. Realising there was a problem, they alerted the police and tracked the vehicle to Kleinskool, where it was found abandoned. The cargo, worth €201,500, was found scattered in an open field in Soweto-on-Sea, where it was recovered in its entirety.

**662 laptops stolen in the UAE**
On 9 September in Sharjah, United Arab Emirates, a gang of offenders stole 662 laptops worth €555,298 from an electronics warehouse. The offenders disabled the CCTV cameras installed in the warehouse before leaving with the goods in two stolen vehicles. Investigations into this incident revealed that the gang conducted reconnaissance of the facility, monitoring it constantly before executing the theft.

**Thieves in Russia steal goods worth €712,000**
On 7 September in Odintsovo, Russia, offenders burst into a warehouse and threatened a guard and employees with pistols before stealing around 2 million surgical masks and 600 electric thermometers. The offenders also stole money, mobile phones and watches with a total value of €712,000. Police have since arrested four offenders for the crime.

**Cash-in-transit hold-up in Lyon**
On 28 August in Lyon, France, up to five armed offenders blocked the front and back of a cash-in-transit van with heavy vehicles and threatened the security guards at gunpoint. The offenders gained access to the vehicle and robbed it of around €9 million. Before escaping the scene in two cars, the offenders set fire to the van and, sometime later, the offenders’ getaway cars were also found burnt out nearby.

**Another burnt out vehicle in France**
Another burnt out vehicle was found in Chateauneuf-les-Martigues, France, after it had been stolen earlier that day, 8 September. The incident occurred when four offenders forced the vehicle to stop, after it had made a delivery in Marignane. They bundled the driver and his assistant out of the cab and stole the truck containing a consignment of €1,000,000 of tobacco products.

**Driver killed in West Africa hijacking**
On 16 September, in Bonoua, Côte d’Ivoire, up to 12 armed offenders, each carrying assault rifles, ambushed a cash-in-transit van, forcing it to stop. The driver of the vehicle was killed in the gunfire and two other people were injured before the offenders escaped with €509,000 in cash.

**Another burnt out vehicle in France**
Another burnt out vehicle was found in Chateauneuf-les-Martigues, France, after it had been stolen earlier that day, 8 September. The incident occurred when four offenders forced the vehicle to stop, after it had made a delivery in Marignane. They bundled the driver and his assistant out of the cab and stole the truck containing a consignment of €1,000,000 of tobacco products.

Do you have a cargo crime to report? Let us know at iis@tapaemea.org

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

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<td><a href="http://www.96811.com">www.96811.com</a></td>
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We are now into the third month of working with the updated 2020 versions of TAPA’s FSR and TSR Security Standards. We are pleased to report that we’re seeing tremendous interest in the new Standards, the associated training and new companies looking to obtain TAPA certification for the first time. That said, from a TAPA EMEA perspective, we do have some challenges, so this month’s article focusses on two very important topics:

1. **COVID-19 impacts on the FSR/TSR certification process**
2. **Why training is needed before you seek FSR/TSR 2020 certification**

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

### Question 1.

**What has been the impact of COVID-19 on the TAPA certification programme?**

**Answer:** In the EMEA region, we estimate that about 75% of recertification audits have been delayed. Since lockdown restrictions have eased in some countries, we are now seeing some delayed audits being completed but we anticipate many audits may be delayed by between 6-9 months. There are 2 main reasons that may prevent a recertification audit taking place before the expiry of the current certificate:

1. The Auditor cannot travel due to company safety policy and/or government-imposed restrictions
2. The Logistics Service Provider (LSP) has restrictions at the location to be audited that prevent an Auditor accessing the site

### Question 2.

**What if my certificate is due to expire and we cannot complete recertification before the expiry date?**

**Answer:** Do not let your certificate expire! TAPA EMEA has given its approved Independent Audit Bodies (IABs) the authority to extend expiring certificates by up to 90 days. If more time is needed, IABs can apply to TAPA for further extensions. If you are self-certified, contact TAPA directly for a certificate extension.

### Question 3.

**What advice has TAPA EMEA given to Independent Audit Bodies and members regarding locations that are to be certified for the first time?**

**Answer:** Any locations that were scheduled for a certification audit for the first time but have, so far, been unable to complete the audit will obviously be required to reschedule this once travel and other restrictions are eased and Auditors are available. Given that the new TSR and FSR 2020 versions were introduced on 1 July, all first-time certifications must be completed using the latest revisions of the Standards.
Question 4.
FSR/TSR 2020: Can you confirm it is now a requirement that all LSPs must have a TAPA-trained person in place?

Answer: This is a repeat question that was addressed in FAQs #34 but the answer has been updated as we are still seeing many requests for clarification on training.

Yes, this is correct. LSP mandatory training is now a pre-requirement for certification audits for TSR and FSR 2020. The intent is to ensure the certification holder has a competent person in the organisation to oversee TAPA compliance. This is achieved by a member of the LSPs/Applicant’s staff taking the TAPA training and passing the relevant exam before the Independent Audit Body visits the site.

Question 5
I was not aware mandatory training for LSPs is required. How will this situation be addressed?

Answer: It was noted in the training sessions and in the feedback on the new Standards from members that the new requirement for training could be made clearer in the Standards. These remarks have been accepted by the TAPA World Wide Change Control Board and additional clarification on training requirements will be included in both the FSR and TSR Standards.

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

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<th>FSR</th>
<th>Company Name</th>
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### ASIA PACIFIC REGION

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<td>Singapore</td>
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How TAPA members can help us deliver more member benefits...

- Share your incident data with TAPA's IIS team
- Introduce TAPA to your local law enforcement contacts
- Encourage your partners and suppliers to join TAPA
- Put forward ideas for conference topics or Vigilant Articles
- Grow your number of TAPA FSR certified sites
- Add a requirement for TAPA Security Standards to your logistics contracts
- Send links to any cargo crime news stories you see to iis@tapaemea.org
- Tell TAPA about truck parking sites that should join its PSR secure parking programme
- Encourage your transport providers to adopt TAPA’s TSR Standard

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

Transported Asset Protection Association