

SEPTEMBER - 3RD QUARTER ISSUE /2021

TAPA

THE QUARTERLY UPDATE FOR THE AMERICAS



The Transported Asset Protection Association
The Americas

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CHAIRMAN'S MESSAGE



W. Allen Gear, Chair of The Americas

Throughout the pandemic, TAPA Americas has remained strong and increased its leadership role in the industry. Over the last year and a half, we have continued to grow membership as the importance of a secure and resilient supply chain has become even more critical. International interest in the Americas outside the United States remains at the forefront, and we are working to embrace it. In addition to our membership growth, our membership continues to volunteer and stay engaged in committee work, writing articles for the quarterly newsletter and being available to each other to help make TAPA and the America's supply chain secure and robust.

T1 MEETING

Our regional T1-Meeting theme of "PB&J: Ports, Borders, and Jets," was held virtually this year. It was a great success thanks to the Education committee lead by Nathaniel White and all the others that worked so hard on it. A huge thank you to all the speakers for volunteering to participate and share their subject matter expertise to our membership. The team received very positive feedback on the event. Recordings of the presentations are all posted online for our members apart from some presentations that could not be recorded.

T2 MEETING

The annual T2 Law Enforcement planning has already started. Please save the dates to attend the 2021 T2 Meeting in person. The team is busy working on the agenda and speakers. T2 is scheduled December 7-9 at the Peabody Hotel in Memphis TN. We are very much looking forward to being together in person.

We will have our silent auction as well to benefit a local charity. We would love to have you all donate items for the auction, and especially come in person and bid. Past silent auctions have been a huge success for the charities the team has chosen. Please save the dates, more to come.

MEMBERSHIP

Throughout the pandemic, TAPA Americas has continued to be strong and take leadership roles in the industry. Over the last year and a half, we have continued to grow membership.

In addition to this membership growth, the new members as well as steadfast members have continued to volunteer and be very active in the various committees, writing articles for the quarterly newsletter, and be available to each other to help continue to make TAPA and the Americas supply chain secure and strong.

STANDARDS & GUIDELINES

In the Americas, our members guide our direction and initiatives. The working groups / committees have been working very hard this past quarter. Secured Parking, Broker Standards, and Cyber are moving forward thanks to the dedication of the member volunteers on those committees. We plan to have very good news regarding the upcoming cyber standard shortly.

EDUCATION & CONFERENCES

Our Education Committee continues to deliver ongoing professional education to our members and industry.

The bi-weekly episodes of "Trade School" presented by global trade and compliance expert Pete Mento remains a high-demand deliverable. Exploring timely topics and concerns around the global supply chain, logistics, geopolitical concerns, and the economy, "Trade School" is the 'must see' for industry professionals. For those that have missed Trade School episodes, they are recorded and located on our site to view.

The Committee continues to bring new webinars, daily news and alerts, and intelligence reporting to members. As our membership grows, so does the need for more inclusive, free access to web-based information.

If you have ideas on any subjects, or presenters for webinars, please reach out to our team.

BOARD OF DIRECTORS

In the Americas, our ongoing mission is to be the premier organization for supply chain security and business resiliency. We strive each day to listen to the concerns of our members and the industry at large. We are proud of our collaborations with other industry organizations, law enforcement, NGOs, and government agencies. We remain committed to developing tools and resources that respond to the needs of our members.



WILL OUR SUPPLY CHAIN RECOVER IN THE FACE OF ADVERSITY?

It will come as no shock to anyone who knows me that I was an awful kid. If there is a situation you can think of where a child or adolescent can put a parent through the paces, you can bet I did it to mine.

As a child, I told my parent that the nursery rhymes they read me were (and this is a direct quote) "stupid and pointless." I took particular offense to the tale of Humpty Dumpty. A tale of a clumsy man-egg who fell off a wall busted himself and necessitated the attention of the best the crown had to repair him. I demanded to know why. Who was this Dumpty character? What kind of stupid egg would sit at a significant height given the fragility of his existence? Was he a drunk with a death wish? The guy sounded like an absolute moron. Let him bleed out on the sidewalk – good riddance. Unless, of course, we might suspect foul play. Was anyone out to get this bad egg? Yeah, I was a fun four-year-old.

I later learned that the nursery rhyme never specifically said that he was an egg. It was more likely based on a cannon used by the Royalists during the English Civil War. You can imagine an obnoxious ten-year-old me bringing up this nugget of wisdom at backyard parties in Lubbock, Texas, to the horror of my very cool, very hip parents. I was, as my dad liked to tell everyone, "Too smart for my own good, and eventually, it's going to backfire."



Pete Mento, Mento LLC

And that, friends, is where we find the intersection between where we are today, where we were then, and the great story of Humpty Dumpty.

The more I dissect the current state of the global supply chain and our collective chaos and misery, I am convinced that decades of reducing waste and outsmarting inefficiency have brought us here. To a place where a temporary slowdown in the economy along with a deliberate reduction in capacity followed by a massive desire by Americans to consume in a new way (lightning quick e-commerce) has brought us to a place where our inbound supply chain infrastructure simply cannot keep up. It is clear to anyone who was paying attention that before the Covid slowdown/shutdown, our system of managing inbound container traffic barely worked, to begin with. Add all these fundamental changes, environmental changes, and capacity pressures, and you are beset on all sides with opportunities for peril.

We find ourselves now in a perpetual cycle of simply trying to catch up with past demand. This isn't just with regards to container traffic, but now with every facet of the supply chain from raw material procurement through final mile delivery.

With the holidays fast approaching, many US companies are already adjusting procurement schedules to push out cycle times as much as 120 days past the original expected delivery date. In the past, we would hope that the period after the Chinese New Year, US importers could take time to restock and reassess their position. In this new period of dysfunction, they will likely just try and fill the backlog.

The worst part? To actually "fix" the issues we are currently facing, we would need to experience a level of cooperation and international investment never before undertaken. Given the current state of affairs, I think we can all agree that isn't very likely.

And that leads me to my ugly realization, that in this case, all the king's horses and all the king's men may not be able to fix this mess we find ourselves in any time soon. And by soon, I don't mean months, I mean years.

Very little of this issue can be affected by the trade. We are not able to magically make more space available on ships. We can't make a new vessel appear overnight. There is no plan to clear up the congestion that plagues ports all over the world or the labor shortages that have crippled every part of the supply chain from raw materials through stocking shelves.

The latest news that the White House and Congress have earmarked \$7.5 billion dollars for port infrastructure is welcome news, but this is a laughable amount given the investment needed to move the needle.

The most significant relief would come from a reduction in consumption. We all agree that as the US economy continues to return to normal, there isn't any chance that is likely. Not to mention that the rest of the world hasn't even started to really recover. Can you imagine what this is going to look like when they do?

There isn't much to do at this point but to hunker down and fight through this. Oh, aside from learning from this lesson.

It ought to seem obvious at this point that more diverse supply chains, focused on resilience in the face of adversity, have just as much to do with security as preparation against cyber-attacks and hardened warehouses. There is a lot to be said for having a "plan B" or even a "plan C."

Just like keeping a giant egg off a high wall seems obvious when you've had to call everyone to come clean up the mess after it falls. In both cases, it makes what could have been an easily avoidable mess.

AUTHOR

Pete Mento specializes in the elimination, recovery, and minimization of duties associated with importing and exporting. He also assists companies with import and export trade compliance, audit defense, and cargo security programs. He is also a very high-demand speaker at global industry events.



ELECTRONIC FREIGHT SECURITY: ENSURING SAFER IN-TRANSIT CARGO SHIPPING IN MEXICO AND BRAZIL

As cargo criminals become more sophisticated and emboldened, global manufacturers, logistics companies and supply chain stakeholders are searching for the most effective way to protect their in-transit cargo.

This is especially true in high-risk countries like Brazil and Mexico where cargo is often hijacked and stolen while in route or in urban areas, commonly with a threat to human life. When transporting cargo in these regions, simple security measures are insufficient and can lead to costly losses of product and life.

The highest risks in Mexico: Hijacking in-transit and violence

According to a report by the Sensitech Supply Chain Intelligence Center (SCIC), Mexico is one of four countries with the highest risk of cargo theft worldwide.

In the Q1-2021 Cargo Theft Intelligence Report from the SCIC, 85% of cargo theft in Mexico occurred while in transit, and in 87% of the incidents, hijacking was the modus operandi. Products in the Food & Drinks category were stolen the most (42%), followed by Pharmaceuticals (10%), and Electronics (9%).

There is an increasing tendency to employ violence against drivers and security escorts in Mexico, with truck and semi-trailer operators being the most targeted. In fact, in Q4-2020, 56.6% of the incidents reported in this country were perpetrated using violence.

Mexico has maintained a downward trend in cargo theft since 2018. However, well-organized gangs continue to carry out large-scale operations and cause great losses to companies.

There is also a persistently high number of small-scale, opportunistic thefts that result in significant losses to companies.

The highest risks in Brazil: Hijacking in urban areas

In Brazil, high cargo crime rates are also a concern, although reported crimes in 2020, valued at US\$233 million, are reduced in numbers over previous years.

In the 2020 Sensitech Annual Cargo Theft Intelligence Report from the SCIC for Brazil, hijacking was the modus operandi in 91% of the incidents, with 58% of the incidents occurring in urban areas, and 19% on highways. Goods in the Miscellaneous category were stolen most (42%), followed by Food & Drinks (17%), Tobacco (12%) and Electronics (8%).

As in Mexico, just because the number of reported crimes is lower, there are still ever-present risks. For instance, early in 2021, an executive from Brazil's National Association of Cargo Transport and Logistics (NTC & Logística), noted: "The numbers of cargo thefts in Brazil in 2020 reaffirm a downward trend in this crime over the past three years. This is due to the work of law enforcement agencies and the large investments made by carriers in risk management

Electronic freight security: The best choice for securing cargo

Many companies have chosen to put security measures into place at every leg of their logistics supply chain. As a baseline, they may start by using apps that track drivers or implement strict driver standard operating procedures. These steps are a good start but are limited. They offer little protection for the cargo itself and they do not assist in the recovery of stolen goods.

They are also ineffective when highly sophisticated criminals or gangs are involved.

Another option companies often use is the engagement of private escorts for the purpose of guarding the cargo throughout its journey. However, this option can be counterproductive—and costly. Private escorts are easy to spot, acting as beacons who send a strong signal that the cargo on board is a good target. Armed criminals can easily overtake escorts—as well as drivers—and they don't hesitate to harm or incapacitate anyone getting in their way. Not only is the cost of product theft high in these scenarios, but the potential loss of human life is immeasurable.

One of the surest ways to reduce risk

A comprehensive layered logistics security program that includes electronic freight security (EFS) is one of the best options for not only protecting cargo, but also for facilitating the rapid recovery of stolen shipments.

EFS programs provide a more cost-effective, multi-layered solution that includes:

- Real-time end-to-end cargo monitoring through embedded tracking technology and advanced analytics that help maintain supply chain integrity from one end of the chain to the other.
- Industry security best practices that are designed to outsmart criminals when and where they attempt to steal cargo the most, such as when cargo is on highways or moving through highly populated urban areas.
- Security compliance and pre-defined security protocols that are based by company-specific requirements, historic analysis, and proactive risk assessment reports.

As an example, a risk assessment could determine the degree of risk within specific routes and where the highest levels of cargo protection are needed.

- 24/7 live monitoring from regional command-and-control centers that ensure immediate action if there are any route deviations or other indications of a crime being committed. The personnel in a control center having existing relationships with local police and alert them as soon as any suspicious activity is detected.

Scenarios where EFS is imperative

Here is a quick look at the situations and circumstances that are the highest risk for cargo thefts.

The what...

High-risk products. Any commodity that has value on the black or grey market is a target today. Within sophisticated, organized crime networks, highly targeted products are easily resold locally, regionally, and internationally.

High-cost or hard-to-replace products. Companies that use just-in-time manufacturing can't afford the costly disruptions that come from stolen cargo. For an industry like pharmaceuticals, there are many costs associated with the theft of cargo, such as high replacement expenses. Research shows, for instance, that the total costs associated with a theft could cost a pharmaceutical company up to five times the value of the product itself.

Insurance requirements. Depending on the nature of the cargo, some insurance policies require that EFS practices be utilized on high-value products as a more secure measure of protection.

The where....

In-transit cargo. As mentioned earlier, in-transit cargo accounts for the majority of thefts by criminals. Unsecured parking stops at gas stations, truck stops, and storage yards or facilities are also areas of concern, but the reported incidents in these areas are a fraction of ones attributed to hijacking.

Dangerous routes and hot spots. Companies that ship through known epicenters of criminal activity or via dangerous routes are more prone to cargo theft, as highly organized gangs typically have a strong network of thieves in these areas.

The when...

High-risk shipping times. Shipments on certain days, like Tuesdays and Wednesdays in Mexico, or during holidays are known to be of higher risk. Widely publicized new product introductions of high-interest cargo also invite greater risks of theft as well.

How EFS technology works

At the core of an EFS program are Internet-of-Things (IoT) and assisted-GPS monitoring devices that are covertly embedded in the cargo that are placed within cartons and pallets of cargo. These devices transmit real-time location, status and condition data that feeds a cloud-based advanced analytics engine where it is combined with software algorithms.

The analytics engine is constantly assessing shipment risk and generating critical activity alerts while the cargo is in transit or staged, mitigating the risk of cargo theft. The real-time analytics allow companies to evaluate shipment risk and generate escalations of potential security events before they become critical.

If cargo is stolen, recovery is much faster, as location data can be shared in real time with local law enforcement.

The most effective EFS solutions use technology that works in impaired environments where other GPS devices cannot. For instance, aluminum containers and cargo holds are some of the most challenging environments for data transmission, but not for sophisticated IoT solutions.

Multiple sensors ensure the greatest protection

Best-in-class cargo security combines various electronic security devices in one comprehensive program. For instance, companies often use devices that are enabled by different monitoring and tracking technologies. IoT-based devices can be combined with GPS-, cellular- and RFID-based ones to ensure a comprehensive multilayered security approach. Telematic devices that follow the location of the truck (versus the cargo) can also contribute to the effectiveness of an EFS program.

As an example, covertly placed GPS trackers inside cargo, trailers and containers can help recover cargo intact. The real-time accurate location coordinates from the trackers can be provided to law enforcement to help mitigate in-transit theft and facilitate successful recovery of the stolen goods.

When real-time IoT sensors are added on to a program with GPS trackers, companies can get in-transit location and condition data—including alerts of jamming activity, delays or disruptions—that is updated via cellular networks. Light sensors provide evidence of carton or door openings that may indicate tampering by cargo thieves.

Companies can also add covert radio-frequency identification (RFID) wireless sensors into customized customer-like packaging that enables collaboration with ground and helicopter response teams in high-risk regions.

Conclusion

The best protection for in-transit cargo in countries like Mexico and Brazil is a comprehensive electronic freight security (EFS) program, combined with a multi-layered supply chain security program.

ABOUT SENSITECH

Sensitech Inc. is a global leader in delivering supply chain visibility solutions. Our innovative monitoring products and services help to maintain the quality, integrity and security of our customers' valuable products at every step in their journey, all around the world. For 30 years, leading companies in the food, pharmaceutical, industrial, consumer goods and other industries have relied on Sensitech to help protect their products—and their bottom lines.



EXPERT INSIGHTS ON 2021 CARGO THEFT TRENDS

TAPA: What do you think are the most noteworthy cargo theft trends that have emerged recently?

Scott Cornell: Looking at the U.S. data and comparing it to trends over the past few years, in 2020, we saw thieves target food and beverage items and clothing at much higher levels. While it is a notable shift, it's not unexpected. Thieves steal what they know they can sell. During periods of economic slowdown, like the one brought on by the pandemic, we typically see increases in thefts of loads carrying food and beverage items. Thieves recognize that the demand for these commodities increases during tough times, and because the evidence disappears, it's harder to trace.

We also saw something new. Household goods were a top target, including cleaners and disinfectants, paper products and home improvement materials, as well as indoor and outdoor furniture. This was in large part because of the pandemic, with more people staying in their homes, stocking up on cleaning supplies and finding time for improvement projects, but also because of the significant number of catastrophic weather events that took place in the U.S. last year. After a storm, thieves know that emergency supplies and the materials needed to rebuild will be in high demand – and they will be in transit to very specific locations, making them easy to target.



Scott Cornell, Vice Chair - TAPA Americas
Crime & Theft Specialist

We've also seen an increase in the frequency of strategic theft in the form of double brokering, which can be a very difficult scenario to deal with. TAPA encourages intermediaries to be very thorough in vetting the carriers that they hire and to make certain they know who they're doing business with. TAPA is currently in the process of creating new industry standards for freight brokers and will continue to work diligently to finalize these standards for members as soon as possible.

TAPA: There are some typical hot spots for cargo theft in the U.S. – tell us about them.

Scott Cornell: In terms of location, California and Texas continue to be the front-runners. Some industry data even showed that in 2020, Texas pulled into the No. 1 spot for the first time, ever. Both states have large ports, where cargo is imported and exported globally, plus they boast large economies and strong population density, making them prime regional targets for thieves.

The newest issue we're seeing is in California. Over the past couple of months, there has been increased targeting of computer electronics shipments. These have been primarily thefts of PC gaming software: graphics cards, hard drives and RAM modules. Supply-chain disruptions and component shortages related to COVID-19, as well as import tariffs imposed on Chinese goods, have limited supply and increased demand and prices for these products, making them more profitable targets for thieves.

The thefts have been happening with an alarming frequency over a short period of time and include full truckload thefts as well as pilferages. It's not to say we're not seeing these loads targeted in other areas of the country, but Southern California is a hot spot for this so far in 2021. We recommend that companies moving these commodities take every reasonable preventive measure they can to secure their loads.

This continues to be an ongoing issue.

TAPA: What is something that you think is commonly overlooked and deserves extra attention for preventing cargo theft?

Scott Cornell: Generally speaking, we saw many instances where thieves breached the rear doors of a truck and took only a portion of the load.

This pilferage theft can be difficult to detect because there is often a lag between where the theft occurs and when the driver realizes that it happened – most often, it's discovered at the point of delivery after making several stops along the way.

Drivers can take a more proactive approach to recognizing pilferage theft by walking around their trucks after every stop and checking trailer doors and the seals to identify signs of theft. Additionally, the use of high-security rear door locks can hold the two doors together and can often be a successful deterrent against pilferage.

TAPA: How can the industry better protect itself against cargo theft threats?

Scott Cornell: TAPA provides important guidance on cargo theft protection in its TAPA standards: its recommended TSR, FSR, central function, and IT and cyber risk requirements. The certification guidelines provide industry best standards encompassing things such as CCTV views of external cargo holding, adequate lighting, physical barriers around shipping yards and specific training procedures for staff, all of which can help reduce risk and are required for TAPA certification.

Following these guidelines and becoming TAPA certified is a great way to protect yourself.

About Scott Cornell:

Scott Cornell, Transportation Lead, and Crime and Theft Specialist, at Travelers, has more than 25 years of experience in the transportation industry. He helped create Travelers' Special Investigative Group, the industry's first and only dedicated cargo theft unit, and is the vice chair of the TAPA Americas board, leading its law enforcement committee.

TAPA APAC ENTRY INTO NEW BUND GLOBAL ECONOMIC ORGANIZATION CLUSTER SHANGHAI

The following letter was originally published by TAPA APAC in their press release announcing their entry into the New Bund Global Economic Organization Cluster. This is a key milestone for our APAC colleagues.



On July 28th 2021, the New Bund Global Economic Organization Cluster was officially inaugurated in Shanghai. At the inauguration ceremony, Transport Asset Protection Association Asia-Pacific (TAPA APAC), together with other two international organisations signed their Occupancy Intention with the World Expo Administration Bureau under the witness of Pudong Branch, Shanghai Public Security Bureau.

This is a key milestone for TAPA APAC, which not only represents our overwhelming intention and initial efforts to establish China Non-Government Organization Representative Office in Shanghai but also demonstrates our commitment of entering into the international economic scene of China and striving to contribute more to the supply chain quality and standards for the industry and to this special economic area.

Prior to us, French International Chamber of Commerce Shanghai Representative Office (ICC), World Association of Nuclear Power Operators (UK) Shanghai Representative Office (WANO), French International Exhibition Association Shanghai Representative Office (UFI), German Logistics Alliance Shanghai Representative Office (LAG), Royal Chartered Ship Brokers Association Shanghai Representative Office (ICS), Singapore International Arbitration Center Shanghai Representative Office (SIAC), Korea Commercial Arbitration Court Shanghai Representative Office (KCAB), Perth Appropriate Health Technology Organization (USA) Shanghai Representative Office (PATH) Eight international organizations have already settled in this area.

The New Bund Global Economic Organization Cluster is a service space for the international economic organizations jointly created by the World Expo Administration Bureau and Lujiazui Group in New Bund. Spaces can be tailored according to the respective needs of international organization.

In the future, the Expo Front Beach area will gather more international economic organizations and headquarters enterprises and become the first to establish an open economic function highland that is connected with international operating rules to become a frontier for enhanced international exchanges and cooperation. It will become a model of a world-class central activity area that gathers international wisdom and showcases the philosophy and spirit of China, as well as a 'world-class living room' on the bank of the Huangpu River," said Mr. Shen Feng, Deputy Director of the World Expo Administration Bureau, and Deputy Director of the World Expo Management Committee.

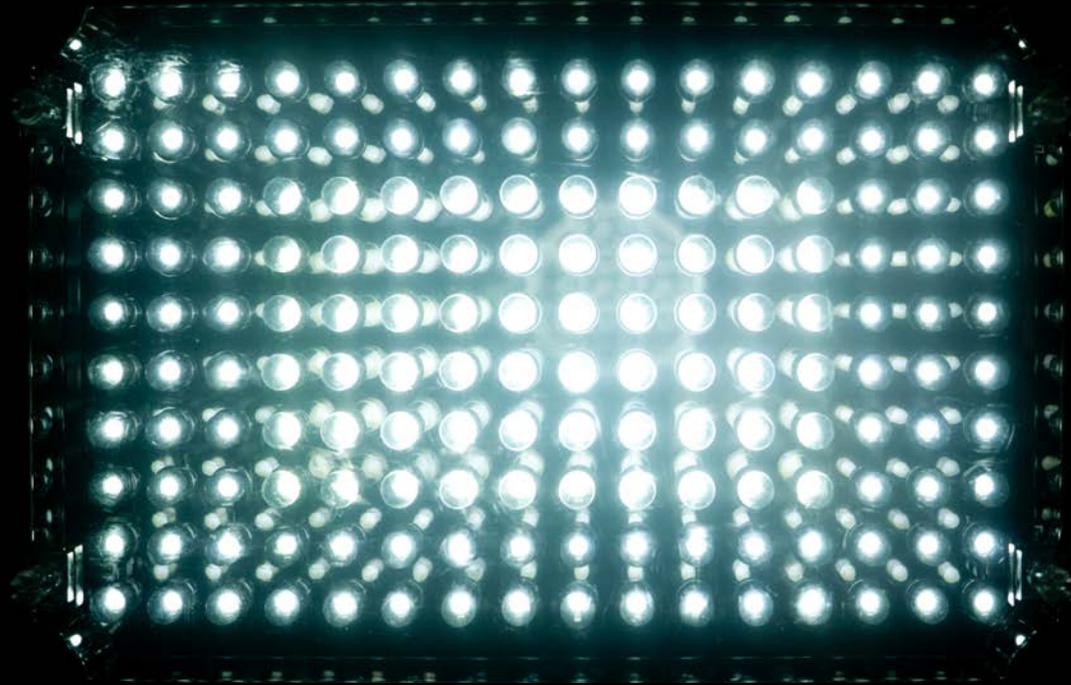
The Pudong New Area Global Economic Organization Cluster (GOC) is one of the six functional leading action plans systematically launched by the Pudong New Area. The purpose of the plan is to achieve the goal of leading the core function, attracting high-level international organizations such as international chambers of commerce, industry associations, trade associations, industry alliances, and standard setting organizations related to Pudong's functional advantages and industrial characteristics. It seeks to promote the realization of a Pudong system that will set new levels in the country and contribute to the global standards in this international melting pot.

It's TAPA APAC's honour to be able to grasp this unique opportunity to start our exciting journey together with the development of GOC and contribute our efforts and value to the supply chain quality and standards for the industry.



Ms. Lina Li, Chairwoman
TAPA APAC

LEVERAGE THE BENEFITS OF INTELLIGENT LED LIGHTING



Security solutions spanning video surveillance, access control and mass communications all work together to safeguard a location. In addition, perimeter intrusion detection and protection solutions are proving critically important in preventing cargo crime, and the security benefits of LED lighting are enhancing those solutions.

By its technical definition, "a light-emitting diode (LED) is a semiconductor light source that emits light when current flows through it. Electrons in the semiconductor recombine with electron holes, releasing energy in the form of photons. The color of the light (corresponding to the energy of the photons) is determined by the energy required for electrons to cross the band gap of the semiconductor. White light is obtained by using multiple semiconductors or a layer of light-emitting phosphor on the semiconductor device."

In layman's terms, intelligent LED lighting is essentially high-performance lighting. This type of uniform, full-spectrum lighting provides localized and configurable lighting along the fence line. It can be used with surveillance cameras to enhance their assessment capabilities, thereby making a video surveillance system even more powerful in deterring crime.

The uniform coverage that intelligent LED lighting provides enables cameras to operate with a higher dynamic range. This ensures that objects and people are illuminated while avoiding the generation of dark silhouettes in front of bright backgrounds.

Each light also includes built-in accelerometer technology that detects any attempt to cut, climb or lift the fence fabric.

This further safeguards carriers and shipping vehicles parked in a terminal or depot. The LED lights communicate with each other over a wireless mesh network to trigger warnings and alarms and alert the location's security system, enabling a swift response – all while the intruder remains outside the building or protected area.

A high-performance lighting and intrusion detection solution can work with virtually any security system and any fence. And, when equipped with a simple microwave sensor, it can be used to protect swinging or sliding gates, as well.

Solutions such as they not only serve as a powerful deterrent against intruders by detecting and illuminating them at the fence line, they also immediately alert a site's security system and monitoring operators. And they can also activate other deterrent systems such as intercoms or additional security and strobe lights on a premise.

Installing an LED lighting solution is not difficult. The LED lights use worm gear clamps that easily attach to existing fence posts and built-in mounting flanges enable installation on walls and other structures. The lights can be installed at varying heights to not interfere with existing out rigging on the fence and, because inter-lighting communication is handled via the mesh network, there's no need to run communications wiring along the fence line.

In addition to the security benefits that intelligent LED lighting provides, there are other perks, too. LED lights significantly reduce electricity costs. LED lighting have a long-life expectancy and are designed for outdoor use in all environments. The targeted illumination that these LED lights sheds along the fence line and their warm-light option also minimize light pollution. They're an ideal choice in areas that mandate reductions in light glare, trespassing, and pollution from outdoor fixtures.

But most importantly, LED lighting is significantly improving perimeter protection security and helping to prevent cargo theft.

AUTHOR: Alex Reichard, Sr. Account Manager, NextGen Security, LLC

Headquartered near Philadelphia, PA, with a major operation in Houston, TX, and several regional offices throughout the country, NextGen Security, LLC is an integrated physical and electronic security provider specializing in solutions for regulated entities and facilities in key vertical markets

Upcoming Events

September 2021

Tuesday, September 14, 2021 - Wednesday, September 15, 2021 12:00 PM - 8:00 PM EDT
FSR Standards Training

Thursday, September 23, 2021 - Friday, September 24, 2021 12:00 PM - 8:00 PM EDT
TSR Standards Training

December 2021

Tuesday, December 07, 2021 - Wednesday, December 08, 2021 8:00 AM - 5:00 PM EDT
TAPA T2 Conference & Cargo Theft Summit (Memphis, TN)



The Peabody Hotel, Memphis, TN

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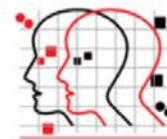
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