

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA

CAUGHT IN THE ACT

Page 3: Strong growth for TAPA FSR and TSR certifications in Q3 2017

Pages 4-5: Where to find TAPA-compliant suppliers in EMEA

Pages 6-11: PostNord shares the compelling outcome of its investigation into Theft from Moving Vehicle crimes

Pages 12-13: Standards FAQs answers some of your more unusual questions

When PostNord discovered it was a victim of Theft from Moving Vehicle, it joined forces with Swedish Police to take decisive action, and to send out a warning to any other criminals that see goods in transit as an easy target

Page 14: See the latest companies to meet TAPA's Security Standards in EMEA

Page 15: A quick review of the main headlines for recorded cargo crime in EMEA in Q3 2017

Pages 16-21: Reported cargo thefts rose 10.3% YoY in October 2017 to 246, with losses exceeding €4.6m

Pages 22-23: An update from TAPA's new Working Group in France

Page 23: Nominations invited for the 2018-2021 TAPA EMEA Board of Directors

Page 25: What will it take to break through in South Africa?



TRANSPORTED ASSET PROTECTION ASSOCIATION

welcome

A GLIMMER OF HOPE IN A WORLD OF CHALLENGES



We pride ourselves on being an Association that never stands still but the range of activities that now fall under the TAPA EMEA 'umbrella' mean that every time we successfully conclude one project, we move straight on to the next initiative we've been developing in the background.

Our 20th Anniversary Conference in London last month was an outstanding event and the biggest in TAPA's history. It also took our conference agenda to a new level in terms of the diversity of the topics we discussed and our decision to step beyond the supply chain security issues of today to look at what we can expect in the future.

In the December issue of *Vigilant* we will review what we learned from the event and discuss the feedback we've received. We will also consider how the changing world around us needs to shape TAPA in the future.

Since we met in London, the TAPA 'bandwagon' has rolled on. In South Africa, we've organised another regional conference for some 100

delegates, our Standards Team has been busy supporting members' FSR and TSR certifications, our Secure Parking Working Group has been fine-tuning its plan to get Parking Place Operators to join our new Secure Parking programme, and we've published the latest Incident Information Service (IIS) report for Q3 2017.

These are only some of the activities that are constantly going on behind the scenes in TAPA and are a reminder of the outstanding support we receive, particularly from volunteers from our member companies. Against a backdrop of crime figures that are growing year-on-year, the fact that cargo thefts remain under-reported in countries around the world, and the need to increase TAPA's presence in countries with the

highest incident rates, we sometimes have to stop and reflect on the progress we continue to make.

The latest certification numbers for TAPA's Security Standards are one of those successes, with FSR and TSR certifications growing 16.6% and 33.7% respectively in Q3 2017. We should be extremely proud that there are now TAPA-certified suppliers in 61 countries in EMEA – and I am confident this figure will continue to increase in 2018 now that the new versions of FSR and TSR have been in place for several months.

Our Q3 IIS Report also presents some interesting and positive trends. Yes, the number of recorded incidents is up 25.7% versus Q3 2016 but if you look at the numbers for the UK, the Netherlands and Sweden in the first three quarters of 2017 you will see a fall in the number of incidents quarter-on-quarter. Whether this downward trend is sustainable, it is impossible to tell but it is noticeable that the countries that reported these lower rates of cargo crime in Q3 are the same countries where law enforcement agencies are working closely with TAPA EMEA to share intelligence. They are taking cargo crime seriously and we must hope that the statistics indicate their commitment is now starting to deliver measurable results.

One of the words we use most often when we speak about supply chain security is 'resilience' and this is what we need in TAPA more than ever. We are a highly successful and growing Association and this alone presents constant challenges as we strive to do more. In some of the areas where we are focusing, our rate of progress will be faster than in others. The most important thing is that we are constantly moving forward. I know we are.



Thorsten Neumann
Chairman

POSITIVE GROWTH FOR FSR AND TSR CERTIFICATIONS IN Q3 2017, GIVING CUSTOMERS A BIGGER CHOICE OF TAPA-COMPLIANT SUPPLIERS ACROSS EMEA



Latest figures for Q3 2017 show there are now TAPA-certified facilities and trucking operations in 61 countries across the Europe, Middle East and Africa (EMEA) region.

In the three months ended 30 September 2017, 37 companies achieved Facility Security Requirements (FSR) certifications, while a further nine gained certification to TAPA's Trucking Security Requirements (TSR) Security Standard.

A total of 18 TAPA EMEA member companies either renewed their certifications in Q3 2017 or certified new facilities or trucking operations across 21 countries in the region:

- Austria
- Belgium
- Egypt
- Estonia
- Germany
- Greece
- Hungary
- Italy
- Latvia
- Lithuania
- Luxembourg
- Netherlands
- Portugal
- Romania
- Russia
- South Africa
- Spain
- Sweden
- Switzerland
- Turkey
- United Kingdom

There are now 603 FSR-certified locations in EMEA; 588 certifications are held by TAPA EMEA members – including many with multiple certifications - while the remaining 65 have been achieved by non-members, resulting in an overall increase of 16.6% over Q3 2016.

Year-on-year, the number of TSR certifications in the region rose 33.7% to a total of 111. Of these, 72 are held by members of the Association.

FSR

Companies wishing to work with TAPA FSR-certified partners now have a choice of compliant facilities in 60 countries in EMEA. The top five countries with FSR locations are:

- Netherlands – 83 facilities
- United Kingdom – 71
- Italy – 61
- Spain – 41
- Germany – 37

TSR

Trucking operations that meet the Association's TSR Standard can also be found in 23 countries in EMEA, including:

- Netherlands – 38 certified companies
- Germany – 12
- Italy – 10
- United Kingdom – 9
- Belgium – 7

TAPA EMEA will be offering FSR and TSR training courses across the EMEA region in 2018, including courses in local languages. Dates and locations will be published in the 'Industry Standards' section of the TAPA EMEA website.

NOW IT'S TIME TO GET ONBOARD WITH THE LATEST TAPA SECURITY STANDARD IN EMEA

How much do you know about TAPA's new Parking Security Requirements (PSR) in EMEA?

PSR is the Association's response to help its members identify more secure parking locations, particularly across Europe, and there are three ways for Parking Place Operators (PPOs) to participate in the scheme: Self-Certification; as a Parking Security Partner or through a Mutual Recognition agreement.

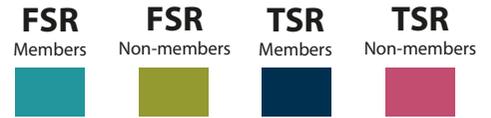
Click on the banner on the TAPA EMEA website to find a copy of the new PSR Security Standards as well as a brochure explaining the purpose and benefits of the programme. In early 2018, this will also be the place to access TAPA's new online parking tool which, as PPOs join the scheme, will enable companies to identify nearby secure parking locations when planning transport routes for high value, theft targeted shipments.

**TAPA LAUNCHES
NEW SECURE PARKING
PROGRAMME** [MORE →](#)

TAPA CERTIFICATIONS IN EMEA

Where to find a TAPA certified supplier

Members looking for transportation and logistics service providers with TAPA FSR or TSR compliant facilities or trucking operations now have a choice of partners in 61 countries across the region. To identify FSR or TSR certified operators, members should go to the TAPA EMEA website at www.tapaemea.org where they will find an up-to-date listing of all facilities and companies.

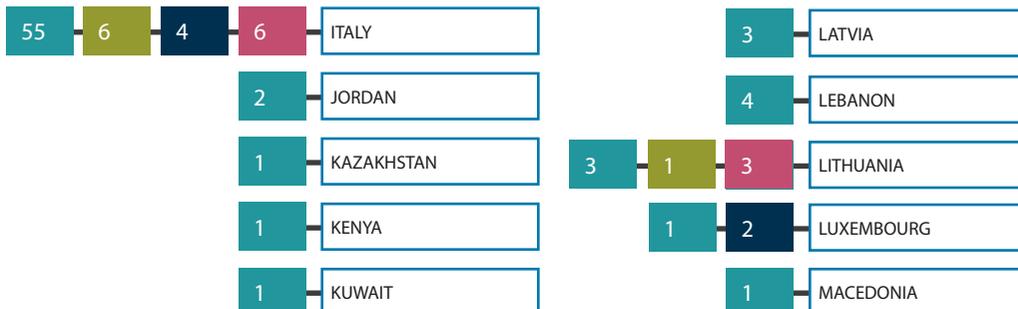
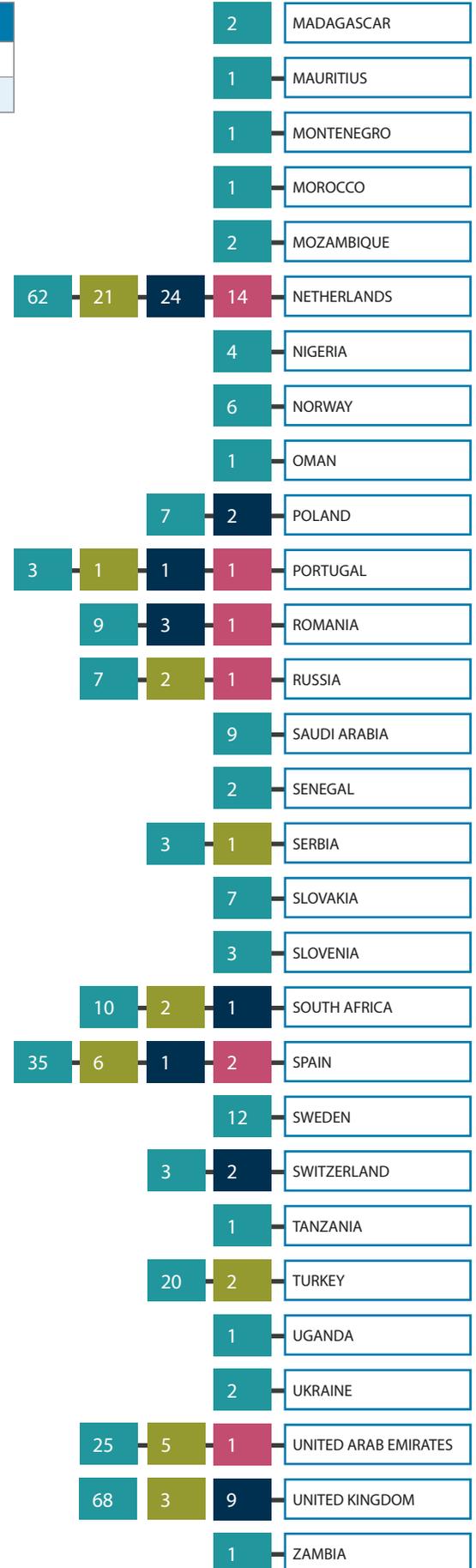


AUSTRIA	8	1	2	
BAHRAIN	4			
BELARUS	2			
BELGIUM	15	6	1	
BOTSWANA	1			
BULGARIA	5	1	1	
CAMEROON	1			
CROATIA	2			
CZECH REPUBLIC	18	2	2	
DENMARK	4			
EGYPT	1	1		
ESTONIA	5			
ETHIOPIA	1			
FINLAND	7	1		
FRANCE	20	1	1	1
GABON	1			
GEORGIA	1			
GERMANY	33	4	9	3
GREECE	2	1	1	1
HUNGARY	13	3	2	
ICELAND	1			
IRELAND	15	1		



Q3 2017 - Total certifications to 30 September 2017

	Members	Non Members	Total	% Change YoY
FSR	538	65	603	16.60%
TSR	72	39	111	33.70%



THEFT FROM MOVING VEHICLE: THE MOVIE





There was a time when even the most experienced and hardened supply chain security professionals questioned whether the criminal M.O. of 'Theft from Moving Vehicle' was a genuine reality; who in their right mind is going to risk their life by trying to steal from a truck while it speeds along a highway at 80km/h?

Now, PostNord and Swedish Police have provided the clearest evidence to-date – and it comes with a very happy ending...



Two years ago, UK law enforcement officers asked for TAPA EMEA's assistance to prove the phenomena was real to a judge presiding over a court case involving such thefts. Even the judiciary – which is undoubtedly presented with all sorts of outlandish criminal behaviours on an almost daily basis – needed to be convinced.

Alexis Larsson,
PostNord's
Head of
Security and
Claims



As TAPA members know, however, attacks on moving trucks are not only real, they can prove to be extremely costly for Manufacturers and Logistics Service Providers.

In July, this M.O. again hit the headlines in the Netherlands when Dutch Police successfully concluded a two-year investigation with the arrests of five Romanians believed to have been involved in 17 Theft from Moving Vehicle crimes in Europe. The police raid on a holiday park in Gelderland followed an attack on a truck carrying Phones on a quiet section of the A73 between Venray and Venlo. Reports say nearly 1,000 phones were taken by the offenders with a value of some **€590,000**.

Officers also recovered the specially-modified SUV that facilitated the gang's activities.

Weeks later, another major loss, involving Phones valued at **€236,833**, took place in the UK when thieves followed a truck travelling along the A417, A42, M1 and M6 main roads and motorways between Northamptonshire and the West

Midlands. The offenders reportedly followed the truck from a logistics centre.

Murky film footage first emerged from Romania in 2012 that showed a Theft from Moving Vehicle in progress, proving the M.O. beyond all doubt. In recent weeks, PostNord, a leading supplier of communication and logistics solutions to, from and within the Nordic region which ensures postal service to households and businesses in Sweden and Denmark, has taken Theft from

Moving Vehicle detection to a whole new level. In proactively sharing the successful outcome of its investigation to raise the profile of such attacks, PostNord has helped to send the strongest possible message to organised criminal groups engaged in such activities that companies and law enforcement agencies have

the capability and technology to stop criminals in their tracks; surely the ultimate deterrent.

PostNord has subsequently released a remarkable two-minute film which provides the clearest-ever insight into a Theft from Moving Vehicle whilst in progress. Best of all, it ends with the suspects being taken into custody by police officers, which has since led



Murky film footage first emerged from Romania in 2012 that showed a Theft from Moving Vehicle in progress, proving the M.O. beyond all doubt. In recent weeks, PostNord, a leading supplier of communication and logistics solutions to, from and within the Nordic region which ensures postal service to households and businesses in Sweden and Denmark, has taken Theft from Moving Vehicle detection to a whole new level.

to the gang members being prosecuted in a Swedish court; the best possible conclusion to the comprehensive and thorough preparatory work and good cooperation between Swedish Police and PostNord.

So, how did the investigation and arrests come about?

During the summer, PostNord became aware of recurring thefts from trucks on a specific stretch of highway between Vara and Alingsås in the Swedish county of Västra Götaland. When the same company kept suffering from thefts of valuable items, Alexis Larsson, Head of Security and Claims at PostNord, decided to get to the bottom of the matter. His security team conducted a survey of the relevant times of day, stretches of road and cargoes, and was eventually able to distinguish a pattern. When they were sure where the crimes were being committed, Alexis contacted the police in the area.

“It is extremely unusual to catch a gang involved in this form of advanced crime – breaking open locks and getting into a truck at high speed. But thanks to the close cooperation with the police in Alingsås, we succeeded. Our highest priority is to deliver the goods to our customers safely, so we constantly try to stay one step ahead of the criminals. This successful intervention confirms that we do our absolute utmost in this regard,” Alexis stated.

The criminal gang was captured one night in mid-September. A pair of hidden surveillance cameras had been installed in the trailer of a PostNord truck that was considered to be at risk. The most valuable goods had been moved elsewhere and the PostNord security team was watching the surveillance film in real-time on



‘It is extremely unusual to catch a gang involved in this form of advanced crime – breaking open locks and getting into a truck at high speed. But thanks to the close cooperation with the police in Alingsås, we succeeded.’

a tablet while in telephone contact with the driver. Unmarked police cars were also nearby.

“Suddenly I saw on the film how the back doors of the truck were opened and two men jumped in, from the hood of a car travelling right behind the truck at high speed and with no lights on. They looked through the cargo without finding what they were looking for, and were then about to leave the vehicle. That was when I told the driver to brake,” Alexis adds.

The braking meant that the men could not leave the truck because their own car had to

brake and drop back. When the truck finally stopped and the men opened the back doors, they were met by a large police unit.

Vigilant spoke to Alexis Larsson after the news broke:

In terms of cargo crime in Sweden and the Nordic region what general trends have you seen in the last 1-2 years?

Reported cargo crimes are increasing in Sweden and most incidents occur during breaks and stopovers.

Does your intelligence suggest cargo crimes are being carried out by Swedish nationals or is there evidence of cross-border crime groups operating in the region?

PostNord assesses that crime against cargo has a higher percentage of international offenders than other types of crime in Sweden. There is some evidence of international professionals operating in Sweden as well as national Swedish criminals working together with international criminal networks to ship stolen cargo abroad.

Did you speak with other companies to ask if they were also suffering similar attacks?

We spoke with our competitors and after the first attacks they had no reports of similar crimes against them. Now, afterwards, we understand that there have been some incidents in southern Sweden, Norway and Denmark where they now believe that they might have the same issue.





Can you provide any information on the scale of these incidents?

There were four “successful” thefts during the summer and late summer where goods were stolen with a value of some **€250,000**. The products that were stolen were mainly Phones and Computers/Laptops. All these stolen products have been locked by the producer and according to the clients they can’t be used since all products have an individual IMEI-number or serial number that is used while using the internet. There is proof that goods have been sold in Romania and that these devices have been locked.

You have clearly implemented a series of very effective security measures. Is theft from moving vehicles the last gap you needed to close to ensure supply chain resilience?

There is an ever ongoing process to assess that the right security measures are taken and followed by the organisation. There will always be weaker spots in the supply chain as many routines depend on employees following manual routines. I would say that the weakest spot in Sweden is the lack of secure/safe parking.

Swedish Police have been very supportive of TAPA in terms of sharing cargo crime data. What was the response when you discussed your plan to catch thieves ‘in the act’?

The Swedish Police has a Transport Security Group but the operating resources are within the normal line of the Police Force. So we contacted the Police in the region where the thefts occurred. Since we had filmed evidence of a burglary committed on a speeding truck the Police believed us and had available resources to support PostNord’s operation on the morning of 16 September.

What has the outcome of this investigation demonstrated to you? What have you learned?

Criminals are willing to go very far and to take great risks to get their hands on high value goods (mainly electronics). The transport industry isn’t really built to battle these kinds of attacks but with the right attention and ambition you can succeed in arresting the most daring criminals. I, however, understand that it would be expensive to secure all transports against all types of incidents. As long as there are humans driving trucks there will always be the risk of theft in collaboration with external criminals as well as the risk that the driver may be robbed.

PostNord has been keen to publicise this investigation, presumably to deter future incidents. What response have you received from other companies, law enforcement agencies etc?

People working in security at our competitors are very happy that we were able to show that these kinds of thefts really happen and that they can happen in Sweden. Sometimes they believe that they have this type of problem



but no one really believes them either. Now, we all have proof that this is a reality in Sweden. Hopefully, criminals will be deterred as the arrest of four thieves shows that at least PostNord is willing to go very far to protect our customers’ goods.

You used covert cameras inside the ‘target’ vehicle – could this become standard practice?

In the future I think cameras will be installed in some “high-value carriers”. In our case we had portable camera platforms since carriers are often changed to increase production efficiency and enable optimal use of carriers.

How difficult is it to stay one step ahead of cargo thieves? Obviously on this occasion you were successful but we know thieves are quick to find ways around new security solutions.

It is very difficult to be one step ahead, over the entire production line, across the entire country. I believe we have to work hard in making sure we have a reasonable secure process and that security is a natural part of every employee’s working day. To battle the most professional criminals, you must have a close cooperation with competitors and law enforcement, and maybe even pinpoint the worst criminal groups.

In this incident, the two people on the truck were arrested on the spot and we initially thought they only had one following car. We now believe two following cars may have been involved. The following car that drove close to the back of the truck tried to escape but police chased after them and caught two people in the car. If there was any traffic (at most times there was no traffic) the following car would first drive slowly to hold up traffic behind, and when they had established a long distance to the carrier they would quickly drive up to attack it, probably taking less than a minute to cut the padlock and enter the carrier. Then the following car would back off to slow down other vehicles again, and then do the same procedure as soon as the criminals called the car back. The unmarked police car following the transport a couple of kilometres behind did not notice a

‘Criminals are willing to go very far and to take great risks to get their hands on high value goods (mainly electronics). The transport industry isn’t really built to battle these kinds of attacks but with the right attention and ambition you can succeed in arresting the most daring criminals.’

'The film footage and intelligence shared by PostNord and its highly effective cooperation with Swedish Police is of tremendous value to the entire supply chain security stakeholder community.'

second criminal car. Important to understand is that the road where the attack occurred is a 80km/h road, remote, dark, low-to-no traffic and has only one lane, making it quite easy for criminals to make sure that there would be no one to interrupt them.

Have you suffered any other moving vehicle incidents since these arrests?

There have been no reports or suspected attacks involving similar incidents since the arrests.

What advice can you offer to any company that thinks it may be a victim of Theft from Moving Vehicle crime?

It is very difficult to succeed in catching these kinds of criminals in the act. It is much easier to change cargo flow or move high value cargo to the front carrier (if the transport has two carriers) than it is to plan an arrest. An operation which has the goal of arresting these kinds of criminals during an attack requires lots of resources and especially time because you will most likely be watching the cargo many nights without anything happening. I have very well motivated security personnel so we conducted several operations during holidays, nights and weekends until we finally caught them. So, if you have the ambition of arresting them, make the decision and prepare yourself to work for weeks or even months on top of your normal duties.

Given all of the various measures you are using to secure your supply chain, are your own cargo crime figures reducing?

Our assessment is that there has never been such an interest for high value goods from the criminals' point of view as there is now. I can't say that incidents are reducing or increasing. However, I can say that there seems to be a never-ending flow of people willing to commit crimes even though we catch them, one after the other.

How much cooperation is there between supply chain security stakeholders in Sweden and the region as a whole?

We have a very good cooperation and share of information between different stakeholders in Sweden. I just hope that cargo crimes could be of more interest for law enforcement since many crimes are never solved. As the situation is in Sweden, business security departments

have to take on increasingly more responsibility in protecting goods, conducting investigations and gathering evidence for the police.



PostNord's willingness to share information on this investigation has been praised by TAPA EMEA's Chairman, Thorsten Neumann, who said:

"The film footage and

intelligence shared by PostNord and its highly effective cooperation with Swedish Police is of tremendous value to the entire supply chain security stakeholder community. Their actions send a severe warning to criminals that however extreme attacks become on supply chains, industry will fight back – and the perpetrators of these crimes will ultimately be caught and prosecuted. This particular investigation will not only help to prevent future Theft from Moving Vehicle attacks, the high profile nature of this case has helped to raise the whole issue of cargo crime to a broad group of stakeholders, and for that we are extremely grateful. Sharing of incident intelligence is our best chance of making our members' supply chains secure. I hope other companies will follow the example that has been set on this occasion."

Facts: How PostNord protects goods

- Drivers do not handle cash
- Drivers are equipped with personal alarms
- Strong locks, which engage automatically, are installed in the vehicles
- All mobile phones, tablets and modems with IMEI numbers that are stolen are locked and become totally useless if they disappear. This measure is the result of cooperation with all the mobile phone service providers
- Load carriers, trailers and box vans are equipped with GPS systems that not only sound the alarm if doors are opened by unauthorised personnel but also monitor the vehicles' routes and journey paths
- All personnel undergo basic security training when they join the company, and drivers are also given advanced security training
- SmartDNA markings are used on the distribution vehicles. This proactive security measure has more than halved the number of thefts and was one of the finalists at the Retail Awards 2017, in the Safety Improvement of the Year category

That's the story... now watch the movie



STANDARDS FAQs #4



A new monthly update by Mark Gruentjes, TAPA EMEA Standards Lead

After receiving a steady stream of questions about TAPA's Security Standards from Audit Bodies and our members, we feel it will be beneficial to share some of the questions received and the responses given by the TAPA EMEA Standards Team. We aim to cover 2-3 questions in *Vigilant* each month.

Keep your questions coming!

Occasionally we get questions on our Standards where we see options to provide an answer. This is when we need to pool our knowledge with our content experts to find an adequate response. Here are three examples that fit into that 'do not have an obvious answer' category. Our intention is always to provide the person submitting the question with an explanation and options they can consider. See if you agree with our position on these CCTV questions.

If you would like to raise a new topic for discussion or ask questions about one of our published responses, please contact us at info@tapaemea.org



Question 1

We lease a warehouse unit and are seeking TAPA FSR certification. Can the CCTV system be under the total and sole control of the owner of building?

Answer: TAPA takes the view that the flexibility of the FSR and practical use of waivers with appropriate mitigation allows for the opportunity for the LSP (Certification Applicant) to obtain FSR certification. In this example it is unlikely that an auditor or TAPA could approve any of the CCTV requirements without a waiver being approved. Except where waivers are requested and approved, all other relevant requirements must be compliant regardless of who owns the CCTV system.

- Waiver(s) to cover the business relationship between the building owner and the LSP/ Applicant must be submitted and approved.

- A formal agreement between the building/ CCTV systems owner and the LSP/Applicant must be attached to the main waiver. The formal agreement shall include:
 - A listing of the items from the TAPA FSR that the building owner will be responsible for;
 - Agreement in place that the building owner is liable to supply and maintain CCTV equipment on site that is required to meet the CCTV certification requirements listed in the TAPA FSR;
 - Special attention should be taken to list the mitigation controls and establish which party owns the alternative measures;
 - Where dual ownership or operation of a requirement is needed these shall be listed separately in the formal agreement with accountability for maintaining the requirement clearly documented;
- Additional waivers may be justified using the standard waiver request process.
- In the event of challenges or disputes with LSP clients. The LSP shall be the responsible party and cannot defer to the building owner for resolution.

Question 2

Is it allowed to have analogue cameras with digital recording?

Answer: Yes, it is permissible to use analogue cameras with digital recording equipment. You will need to install an encoder between the digital recording unit and cameras. Please also make sure the playback image quality is suitable for investigation purposes.



STANDARDS SUPPORT

Question 3

For FSR 5.4.4 local law does not allow me to store any CCTV images. Is this sufficient evidence for a waiver to be approved?

Answer: No, a waiver for 5.4.4 or 5.4.7 must detail the actual legal position for the country and location. The legal position must be investigated by the LSP/Applicant and referenced in the waiver. For example, if CCTV images cannot be stored due to a Workers Council decision. Then it is expected this is a recent decision that was documented as part of the FSR audit compliance process (not several years ago). If other legal controls can be achieved to legally allow CCTV images to be stored, then it is expected the LSP/Applicant will know these details and be able to explain why or why not they cannot be achieved.

References: FSR 2017 Question 3

FSR 2017 Question 2

Section		A	B	C
5.4	CCTV			
5.4.4	CCTV recordings stored for a minimum of 30 days where allowed by local law. LSP/Applicant must provide evidence of any local laws that prohibit the use of CCTV and/or limit the video data storage to less than 30 days.	✓	✓	✓
5.4.7	Documented procedures in place detailing CCTV data protection policy regarding use of real time and archive images in accordance with local law.	✓	✓	

8. Waivers: Overview

A waiver is written approval granted to either exempt a facility from a specific TAPA requirement or to accept an alternative compliance solution. A waiver may be requested if an LSP/Applicant cannot meet a specific requirement in the FSR and can justify alternative measures. Waivers are valid for the period of the certification.

All waiver requests for a specific security requirement (either in part of whole) must be submitted via a TAPA Waiver request form to the Independent Auditing Body (IAB)/Authorized Auditor (AA) by the LSP/Applicant (see Appendix B: TAPA Waiver Request form). The requesting LSP/Applicant takes full responsibility for the accuracy of information provided in the waiver request.

SEE IT SEND IT

Over 50% of the intelligence gathered by TAPA's Incident Information Service (IIS) is generated from media reports.



If you see a reported cargo crime incident, just take a second and send the news link to iis@tapaemea.org

TAPA INTELLIGENCE DRIVES A SECURE SUPPLY CHAIN

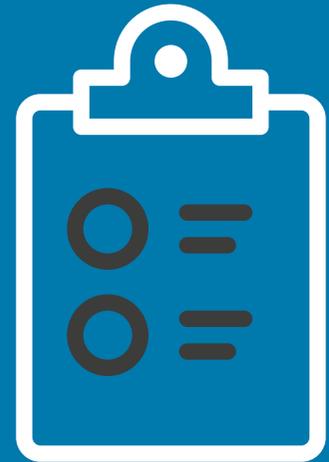
STEP UP & STAND OUT

TAPA'S LATEST FSR & TSR SECURITY CERTIFICATIONS

In each issue of this newsletter, we publish a list of the TAPA EMEA members that have most recently gained TAPA FSR or TSR certifications.

The following companies and locations were audited by one of TAPA EMEA's approved auditing partners or, in the case of Class 'C' or Level 3 certifications, may have been completed by an in-house TAPA-trained person.

FSR	Company Name	Country	City	Class
FSR	CEVA Logistics Belgium N.V.	BE	Grobbendonk	A
FSR	CEVA Logistics Netherlands B.V.	NL	Wijchen	A
FSR	DB Schenker UK	GB	Hounslow	A
FSR	DHL Express (Austria) GmbH	AT	Klagenfurt	A
FSR	DHL Freight (Sweden) AB	SE	Helsingborg	C
FSR	DHL Freight (Sweden) AB	SE	Gothenburg	C
FSR	DHL Global Forwarding (UK) Ltd	GB	Birmingham	A
FSR	DHL International B.V.	NL	Eindhoven	A
FSR	DHL International B.V. - DHL Express (Apeldoorn)	NL	Apeldoorn	A
FSR	DHL International Ltd	GB	Paisley	A
FSR	DHL Supply Chain	GB	Wakefield	A
FSR	DPDgroup UK Ltd	GB	Warrington	A
FSR	DPDgroup UK Ltd	GB	Manchester	A
FSR	DPDgroup UK Ltd	GB	Crawley	A
FSR	DPDgroup UK Ltd	GB	Goole	C
FSR	DPDgroup UK Ltd	GB	Hinckley	C
FSR	DPDgroup UK Ltd	GB	Dunstable	C
FSR	DPDgroup UK Ltd	GB	Lincoln	C
FSR	Flextronics Global Services B.V.	NL	Venray	A
FSR	Nightline Logistics Group	IE	Dublin	A
FSR	Panalpina Weltransport (Deutschland) GmbH	DE	Frankfurt-Flughafen	A
FSR	PRS Distribution Ltd	GB	Colnbrook	C
FSR	Schenker South Africa Pty Ltd	ZA	Kempton Park	A
TSR	Company Name	Country	Category	
TSR	PRS Logistics Ltd	GB	Level 1 / Category Medium	
TSR	Alfred Böhm GmbH	DE	Level 1 / Category Small	



WELCOME TO THE TAPA FAMILY

Please join us in welcoming the latest companies to join TAPA EMEA:

Company	Country	Website
Advanced Supply Chain Group Limited	GB	www.advancedsupplychain.com
Bridgewater Logistics	ZA	www.bridgewaterlogistics.co.za
Alfred Böhm GmbH	DE	www.boehmgmbh.com
BSH Hausgeräte GmbH	DE	www.bsh-group.com

Q3 2017

RECORDED CARGO
CRIMES IN EMEA

616

Number of cargo crimes reported to
TAPA's IIS in EMEA – up 25.9% over
the 489 theft incidents in Q3 2016

18

Number of countries
in the EMEA region
reporting cargo theft
incidents in Q3 2017

€49,668

Average loss
for cargo thefts
with a value

35

Number of major losses with
a value over €100,000

8.9%

Food & Drink was the IIS product
category with most thefts, 55 in
total or 8.9% of all crimes

€17,383,946

Total loss for all crimes
reporting a value

323

The United Kingdom recorded the
highest number of cargo crimes –
52.4% of the Q3 total and a 58.3%
increase YoY in supply chain thefts

56.8%

Of crimes provided a loss value

15

Number of TAPA
IIS product
categories
recording losses

€1,700,000

A loss in France. TAPA EMEA has been asked
not to publish any further information on this crime

25%

Year-on-year increase in
crimes with losses over €100K

72.3%

Of reported incidents involved Theft
from Vehicle, 445 crimes in total

€8,182,556

Total value of recorded crimes with
a loss of more than €100,000

57

The number of incidents
with a loss value between
€50,000 and €100,000

€233,787

Average loss for the 35 major cargo crimes in EMEA

163.7%

Rise in recorded cargo crimes
at Unsecured Parking locations
compared to Q3 2016

22

Or 3.5% of recorded crimes
were classified as Violent
or Threat with Violence

422

Of the freight theft
incidents in EMEA
took place in Unsecured
Parking locations, 68.6%
of the total

86.5%

Or 533 of the Q3 crimes took
place in just four countries;
the United Kingdom,
Netherlands, Germany
and Sweden

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY



October 2017

Belgium	5 (2.0%)
Czech Republic	2 (0.8%)
Denmark	2 (0.8%)
France	1 (0.4%)
Germany	64 (26.1%)
Italy	3 (1.2%)
Namibia	1 (0.4%)
Netherlands	54 (22.0%)
Poland	2 (0.8%)
Russia	1 (0.4%)
Slovakia	1 (0.4%)
South Africa	3 (1.2%)
Spain	2 (0.8%)
Sweden	3 (1.2%)
Ukraine	1 (0.4%)
United Kingdom	101 (41.1%)

Number of incidents in month



€4,619,390

Total loss for the 134 or 54.4% of crimes stating a value

+10.3%

Rise is the number of recorded cargo crimes vs. October 2016



246

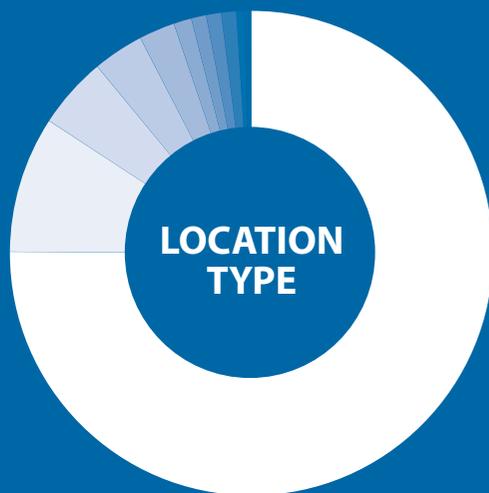
Number of new cargo crimes recorded by TAPA's IIS last month

€220,000

Biggest single loss - Theft from facility of €220,000 worth of car parts in Herne, Germany, on 19 October

Number of countries reporting incidents

16



Unsecured Parking	185 (75.1%)
Secure Parking	23 (9.1%)
Unknown	12 (4.8%)
Services 3rd Party Facility	9 (3.4%)
En Route	6 (2.4%)
Railway Operation Facility	3 (1.2%)
Origin Facility	2 (1%)
Destination Facility	2 (1%)
Maritime Transportation Facility	2 (1%)
Road Transportation Facility	1 (0.5%)
Authorised 3rd Party Facility	1 (0.5%)



Theft from Vehicle	187 (76.2%)
Theft from Trailer	11 (4.5%)
Theft	10 (4%)
Theft of Vehicle	6 (2.4%)
Truck Theft	6 (2.4%)
Theft of Trailer	5 (2%)
Theft from Facility	5 (2%)
Theft from Train	3 (1.2%)
Robbery	3 (1.2%)
Hijacking	3 (1.2%)
Fraud	3 (1.2%)
Theft from Container	3 (1.2%)
Theft of Container	1 (0.5%)

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



€34,473

AVERAGE LOSS VALUE LAST MONTH

75.1%

Or 185 of incidents recorded took place in Unsecured Parking locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	190 (77.1%)
Unknown	44 (17.5%)
Internal	3 (1.2%)
Deceptive Pick Up	3 (1.2%)
Deception Other	2 (1%)
Violent & Threat with Violence	2 (1%)
Theft from Moving Vehicle	1 (0.5%)
Forced Stop	1 (0.5%)

Germany recorded the second highest incident rate in October 2017 with 64 cargo thefts during the month, 26.1% of the monthly total.

An aerial photograph of a city, likely Cologne, Germany, taken during the golden hour of sunset. The city is densely packed with buildings, including a prominent Gothic cathedral on the right. In the foreground, a wide river flows, with several large boats and ferries on the water. The sky is filled with soft, warm light from the setting sun, creating a hazy atmosphere over the city.

**INCIDENTS REPORTED TO TAPA'S
INCIDENT INFORMATION SERVICE RISE
10.3% YEAR ON-YEAR, PRODUCING A TOTAL
LOSS OF €4.6M BUT MAJOR CRIMES ARE
DOWN BY OVER 50%**



Cargo crimes reported to TAPA's Incident Information Service (IIS) database in October rose 10.3% in the Europe, Middle East and Africa (EMEA) region year-on-year to 246.

The total value for the 134 or 54.4% of these incidents reporting financial data was **€4,619,390**, producing an average loss for these crimes of **€34,473**.

The month saw only five major losses – compared to 11 in October 2016 – producing a total loss of **€812,506**. TAPA EMEA has been asked not to publish the details of two of these crimes. The other three major cargo thefts last month all occurred in Germany and involved:

€220,000

On 19 October, a Theft from Facility with the recorded M.O. of Internal resulted



in the loss of car turbochargers from a Road Transportation Facility in Herne in the German state of North-Rhine Westphalia. The car parts were removed from boxes and the boxes were then resealed using tape to try to conceal the theft.



€140,000

In Baden-Württemberg on 28 October, a shipment of Tools/Building Materials were stolen from a Services 3rd Party Facility in Hockenheim.



€131,000

Brandenburg was the third German state to record a major freight theft in October. This incident on 14 October saw thieves escape with televisions in a Theft of Trailer crime at a Secured Parking site in Zossen.

LOSSES BETWEEN €50-100K TOTAL OVER €1.2 MILLION



TAPA's IIS was notified of a further 17 thefts with losses ranging between €50,000 and €100,000. The total value of these incidents was €1,247,184.

While it is unusual for the United Kingdom to record no major losses of **€100,000** or more, it was the country accounting for 15 or 88.2% of incidents of between **€50-100K**.

Losses in this value range included:

- **€95,957** – On 25 October, thieves stole televisions after cutting the curtain side on a truck parked in a lay-by on the M1 in Bedfordshire, UK
- **€94,708** – A shipment of Phones in another Theft from Vehicle crime after offenders cut the curtain side of a truck parked on a industrial estate in Northampton in the UK, East Midlands, on 19 October
- **€88,576** – Another curtain-cutting crime in the East Midlands, on 15 October Tyres were stolen from a truck that had stopped in a lay-by on the A1 in Nottinghamshire
- **€88,230** – Frozen fish and seafood was taken in this Theft of Trailer incident in Denmark on 9 October. No further information was recorded
- **€83,177** – On 10 October, Toys/Games were stolen after thieves targeted a truck in a lay-by on the A43 in Tiffield, UK, cutting the tarpaulin curtain to reach the goods inside
- **€83,031** – Electrical products stolen from a truck parked at Stone Motorway Service Area (MSA) in Staffordshire, UK, on 25 October in a further curtain-cutting incident
- **€76,993** – A shipment of women's boots was taken in another crime at a UK MSA on 19 October after the thieves slashed the curtain side of the vehicle at Northampton Services
- **€69,853** – On 2 October, wine was stolen in a Theft from Vehicle crime in Rothersthorpe, Northamptonshire, UK. The driver had parked in a lay-by near to the M1 motorway
- **€65,739** – Televisions were stolen from another lay-by, this time in Bedfordshire in the East of England on 25 October
- **€63,593** – On 10 October, Computers/Laptops were taken by thieves after they cut the curtain of a semi-trailer parked on an industrial estate in Alfreton, Derbyshire, UK
- **€62,900** – Kegs of beer were the target in this robbery involving deception which occurred in Barking in Essex, UK. Offenders wearing logoed clothing and claiming to be from the delivery destination told the driver he was late and would have to unload his vehicle elsewhere. He was sent to another location on the industrial estate, where the thieves loaded the cargo onto an 18 tonne vehicle before telling the driver to wait where he was while they drove away from the scene

Alert: Belgium

Transport companies operating in Belgium should remain extra alert following a series of recent attacks on trucks at unsecured parking areas between the French border and the E19 motorway.

Earlier this month, police arrested two men who were threatening a driver with a knife at the GROOT-BIJGAARDEN parking location. They were in possession of Cosmetics & Hygiene products stolen from one of the vehicles. Thieves have been targeting practically all unsecured parking areas in the region.

A similar problem is facing trucks and drivers on the LUXEMBURG-BRUSSELS (E 411) axle where numerous thefts have also been reported at several non-secured parking areas in AISCHE-EN-REFAILLE, BIERGES and other locations.



PRODUCT CATEGORY	No	%
Unspecified	83	33.8%
Furniture/Household Appliances	26	10.5%
Food & Drink	22	8.9%
Clothing & Footwear	16	6.5%
No Load (Theft of truck and/or trailer)	19	7.7%
Miscellaneous	13	5.2%
Tobacco	11	4.5%
Cosmetics & Hygiene	11	4.5%
Tyres	8	3.2%
Car Parts	8	3.2%
Tools/Building Materials	6	2.4%
Computers/Laptops	5	2%
Metal	5	2%
Toys/Games	5	2%
Pharmaceuticals	4	1.6%
Phones	2	1%
Jewellery/Precious Metals	1	0.5%
Cash	1	0.5%



The United Kingdom, Netherlands and Germany accounted for 89.2% of October crimes

The United Kingdom once again recorded the most cargo crimes in the TAPA IIS database with 101 incidents in October, 41.1% of the monthly total. 93.8% of these crimes reported a value, totalling €3,180,784.

A big surge in recorded crimes in Germany accounted for a further 64 or 26.1% of losses last month, while the Netherlands was the only other country out of the 16 reporting cargo thefts to reach double figures. TAPA was notified of 54 cargo crimes in the Netherlands, 22% of the October total.

Losses were recorded in 15 TAPA IIS product categories, including five with more than 10 incidents:

- Furniture/Household Appliances – 26 incidents or 10.5% of all crimes in October
- Food & Drink – 22 or 8.9%

- Clothing & Footwear – 16 or 6.5%
- Tobacco – 11 or 4.5%
- Cosmetics & Hygiene – 11 or 4.5%

There were also 19 cases involving Theft of trucks and/or trailers with no load onboard.

Theft from Vehicle crimes accounted for 187 or 76.2% of the October total, with Theft from Trailer the only other type of incident to record double figures, 11 in total or 4.5%. Most crimes involving Theft from Vehicle continued to take place when trucks stopped in Unsecured Parking locations, where thieves regularly cut vehicles' tarpaulin curtains in order to

steal products. Last month there were 185 crimes reported as taking place in Unsecured Parking locations, 75.1% of all newly-recorded incidents. TAPA's IIS also received intelligence on 23 incidents of cargo theft in Secured Parking locations. Intrusion was the modus operandi stated in 190 or 77.1% on thefts or attempted thefts from supply chains in October.

TAPA members can source further intelligence on these and the other cargo crimes recorded in October 2017 in the Association's password-protected Incident Information Service (IIS) database.

The TAPA EMEA Incident Information Service (IIS) Q3 2017 Report is now available for members to download in the password-protected 'Intelligence' section of the TAPA EMEA website.



PUTTING IN PLACE THE BUILDING BLOCKS TO ESTABLISH A FIRM FOOTHOLD FOR TAPA IN FRANCE



France continues to be a key focus for TAPA EMEA, both in terms of generating membership growth, increasing FSR and TSR certifications and obtaining regular sources of incident intelligence.

Cargo crimes reported to TAPA's Incident Information Service in France often involve major losses and involve the M.O. of Violence and Threat with Violence. It is widely considered that the level of data reported to TAPA is only a small reflection of the actual rate and size of thefts from supply chains in France.



France continues to be a key focus for TAPA EMEA, both in terms of generating membership and certification growth, and obtaining regular sources of incident intelligence.

In 2016, TAPA's IIS recorded 47 incidents of cargo crime in France. IIS reports for the first half of this year reported only 10 cases, while in the latest Q3 data this number has risen to 16.



At the TAPA Conference in Paris last year, the Association decided to start a French Working Group under the leadership of TAPA EMEA Board Director, Luc Van Herck, who has produced this update:

France is a vast country, a major centre for Manufacturers and Logistics Service Providers, and should have a significant representation in TAPA EMEA but the Association has previously struggled to establish a strong foothold there.

The French Working Group consists of members from major companies who have volunteered their time, ideas and contacts to support the development of TAPA in France. Our Group now consists of representatives of Merck, DHL, DB Schenker, Bolloré, Geodis and Duboc and we hope to be joined by Panalpina very soon. These are the views of some of our Working Group members:

Laurent Loche, DB Schenker: "Until now, TAPA was an unknown standard reserved for the biggest transportation companies to answer international customer requirements. Now the risk is everywhere. French customers and transportation companies must know there are solutions."

Céline Lubrano, DHL Global Forwarding: "It is really important for me to be part of TAPA and to develop in France a real preventive approach with all the partners. I am convinced that a good way is to organise training sessions". Céline is now one of our TAPA FSR and TSR trainers.



Richard Chopineau, Geodis: "In France, there are precise rules for safety levels with standards. For security, those rules are absent. TAPA has the merit, in our profession, to define these rules (FSR-TSR)."

Aleksandra Provost, Transports Duboc: "A good communication strategy will be required to draw attention to the presence of TAPA in France."

G rard Bodet, Bollor  Logistics: "The TAPA Standards (FSR-TSR) are the best way to address the security requirements within the supply chain, in a context of thefts and increasing security expectations of customers. Moreover, being TAPA certified is a key factor to the AEO certification, which the French Customs authorities promote with transportation companies. We can expect that the translation of the Standards will facilitate the certification of Logistics Service Providers which have so far been reluctant to join the programme."



So we have a focused team ready to support the growth of TAPA in France in 2018.

Over the last year, the group has done a tremendous job translating TAPA's FSR and TSR Security Standards as well as our training materials and examination papers. This makes us different from other national workgroups that deliver local language training but still use English text slide presentations and exams. We wanted to go the extra mile.

The first training courses in French were tested at Geodis (FSR), Amazon (FSR) and Nike France (TSR) with great success with close to



50 people trained and given AA status. This, of course, this is just the beginning. We need more trainers and we need a plan to grow TAPA in France on all levels. Therefore, we intend to organise a meeting near Paris in early 2018 to develop a coordinated 'plan of attack' strategy. Core topics for discussion are the finalisation of all translations, a PR plan for France, training, membership growth and the development of relationships with other stakeholders. I am confident we can make this a year of great process.

A suivre (more to come)!!

'Being TAPA certified is a key factor to the AEO certification, which the French Customs authorities promote with transportation companies. We can expect that the translation of the Standards will facilitate the certification of Logistics Service Providers which have so far been reluctant to join the programme.'

TAPA EMEA INVITES NOMINATIONS FOR ITS 2018-2021 BOARD OF DIRECTORS - CLOSING DATE 15 DECEMBER 2017

Nominations are now being accepted for the 2018-2021 TAPA EMEA Board elections.

Details on the election have been sent to members who are eligible to vote along with a link to the nomination form. If you wish to stand for election, your nomination form must be completed and sent back to Laurence Brown, Executive Director of TAPA EMEA, no later than 15 December 2017.

What does being a TAPA EMEA Board member involve?

- The newly-elected Board will serve for three years from February 2018 to February 2021

- The Board meets every month via a telephone conference call, scheduled to last 1½ hours
- Board members are expected to attend at least 2 face-to-face meetings, which normally occur the day before the TAPA EMEA main conferences
- You will also be expected to participate in other meetings which relate to any specific roles or responsibilities you accept

The election will run from 15 January to 15 February 2018 and the results will be announced shortly afterwards. If you have any questions concerning the nomination or election process please contact Laurence.Brown@tapaemea.org



TAPA@20

20TH ANNIVERSARY GLOBAL CONFERENCE

WHAT DID WE LEARN IN LONDON?

In the December issue of *Vigilant*, we'll look back at some of the key messages that came out of TAPA's 20th Anniversary Conference in London.

What did we learn, what did you think and how will it help to shape TAPA's supply chain security agenda in 2018 and beyond? We'll share the views of speakers, delegates, sponsors and exhibitors and speak to members of the TAPA Boards of Directors in EMEA, the AMERICAS and APAC to get their take on the big question; what's out there?

20



ADDRESSING THE ISSUE OF CARGO CRIME IN SOUTH AFRICA AND FIRMLY ESTABLISHING TAPA EMEA'S SUPPLY CHAIN SECURITY 'FOOTPRINT' ACROSS THE COUNTRY REMAINS A MAJOR CHALLENGE FOR THE ASSOCIATION

TAPA Security Standards, widely embraced in other countries in the region with a high level of cargo crime, are still only being supported by a handful of companies. Latest figures to the end of Q3 2017 show there are only 12 facilities with TAPA FSR certifications across the whole of South Africa and only one company that has met the Association's Trucking Security Requirements (TSR). Encouraging companies to share incident intelligence with TAPA's Incident Information Service (IIS) is another major hurdle that needs to be overcome. The new Q3 2017 IIS Report includes only 13 cargo thefts recorded in the three months to the end of September.

Still, however, so much *is* known about cargo crime in South Africa. The main types of incidents are without doubt truck hijackings. The M.O. of Violent and Threat with Violence is seen frequently as are cases involving various types of deception. Attacks on Last Mile deliveries are increasing. The provinces posing the greatest risks to high value, theft targeted goods are also well established. Nonetheless, the underlying mistrust between some elements of the public and private sectors and a general preference by many companies to 'go it alone' in terms of their supply chain security practices continues to make it extremely difficult for TAPA to gain the support of businesses in South Africa.

Data released in recent weeks by the South African Police Service (SAPS) reports a total of 1,183 truck hijackings across South Africa's nine

ANNUAL TRUCK HIJACKINGS	
2012/13	943
2013/14	991
2014/15	1,279
2015/16	1,184
2016/17	1,183

provinces in the 12 month period from April 2016-March 2017, the majority of which occurred in Gauteng province. The figure, virtually identical to the number released for the previous 12 months, is already being questioned by some supply chain stakeholders in South Africa who believe the true figure to be much higher. They cite a reluctance by some companies to even report such crimes to the police authorities.

In November, the TAPA South Africa Working Group continued its efforts to raise awareness of the Association at its latest annual conference in Johannesburg. The conference attracted nearly 100 delegates, including many non-members, and provided an opportunity to discuss the situation on the ground as well as for TAPA to present its Security Standards, Information Incident Service and the other benefits of membership.

There is clearly positive and growing interest in what TAPA has to offer but turning this into action on the part of companies in South Africa is going to require a high level of resilience by the Association, and a commitment to increase its local activities.

TRUCK HIJACKINGS		
April 2016-March 2017		
Province	Total	Change year-on-year
Northern Cape	2	-100%
Free State	65	-36.90%
Mpumalanga	194	-8.20%
Gauteng	695	-3.90%
KwaZulu-Natal	71	14.10%
North West	42	14.3%
Western Cape	46	26.10%
Eastern Cape	54	51.90%
Limpopo	15	80%



Paul Linders (above), TAPA EMEA Board of Directors, joined Andre Du Venage, who leads the Working Group in Johannesburg, to address the conference and to speak to individual companies present. Based on the feedback received, the agenda for 2018 needs to include:

- An increase in the number of FSR and TSR training courses
- More proactive communication of the TAPA Security Standards
- Follow-up with the non-members who attended this month's conference to support membership growth as part of a wider push for new members
- A drive to increase the number of TAPA certifications among existing TAPA EMEA members
- Raising awareness of TAPA's IIS with companies in South Africa and encouraging greater incident reporting

TAPA also needs new recruits to join its Working Group in South Africa after work commitments reduced the Group from six to three members. If you are interested in supporting TAPA's growth in South Africa, please contact info@tapaemea.org

RHA CALLS DECISION TO REJECT PLANS FOR TRUCK PARK FOR 3,600 LORRIES IN KENT 'A COMPLETE DISASTER FOR HAULIERS'



Plans to build a lorry park for 3,600 trucks in Kent, UK, close to the channel crossing have been rejected by a Department of Transport Judicial Review.

Judges ruled that the proposed holding area for Operation Stack at Stanford West, designed to provide safe and secure parking, cannot go ahead because no environmental assessment was carried out prior to the review.

The Road Haulage Association has voiced its dismay at the decision with its chief executive, Richard Burnett, commenting: "This facility is of massive importance to hauliers and the people

of Kent. We understand that the alternatives are to extend the truck park at Manston and to utilise 2 lanes of the M20.

"This red-tape debacle is a complete disaster for hauliers coming over from the continent. Two years ago we saw the misery of operators who, for many days, were caught up in the gridlock of Operation Stack. Even the most basic requirements for HGV drivers such as toilet facilities and drinking water were

non-existent. And for the people and economy of Kent, the cost was enormous.

"As Brexit approaches we are pushing hard for free-flowing customs border controls. If we cannot achieve the right Brexit deal, we could be looking at customs border queues which could potentially cause misery. The Road Haulage Association is committed to working with DfT to find a workable solution."



ADVICE FOR TRUCKERS AS UK IMPOSES BAN ON WEEKEND 'IN-CAB' REST

RHA has also published advice for hauliers following the UK Driver & Vehicle Standards Agency's enforcement of the ban on weekend 'in-cab' rest on 1 November 2017.

The Association has warned of ongoing and severe problems with inappropriate weekend parking of lorries in parts of the UK following the move by DVSA, which is in line with European law, to enforce a ban on lorry drivers taking full weekly rests in cabs on or adjacent to public roads. This will include lay-bys and other public parking places that have no toilet, shower and food facilities. Penalties for non-compliance will include fines of £300, prohibitions on the driver until the weekly rest is properly taken, i.e. outside the cab or in a formal rest area, and reporting the operators involved to their licensing authorities.

The RHA's advice can be found [here](#)

OVER 400 DELEGATES EXPECTED TO ATTEND TAPA'S FIRST MAIN CONFERENCE IN POLAND SINCE 2005

Registration is now open for TAPA EMEA's first conference of 2018, which takes place in Warsaw on 11 & 12 April.

This will be TAPA's first main conference in Poland since 2005 and is expected to attract some 400 delegates - so early registration is advised.

The agenda will include a special focus on Artificial Intelligence, Data, e-Crime and CyberSecurity, with expert speakers discussing the risks and solutions associated with each topic. Break-out sessions are also planned looking at Truck Driver Training, cargo security in Poland, TAPA's future strategy, and a general introduction to the Association for new members.

All TAPA EMEA members have been sent a communication with a link to register for the event. [Register now!](#)

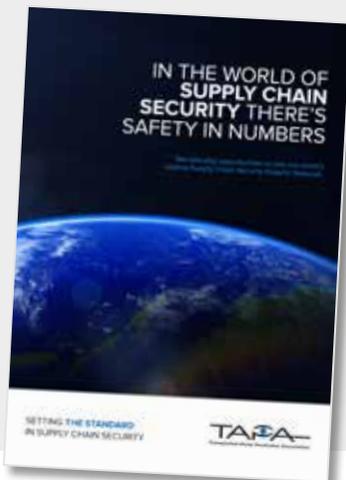


WARSAW 2018
 TAPA EMEA CONFERENCE
11&12 APRIL

TAPA
 Transported Asset Protection Association

HELP TO GROW YOUR ASSOCIATION IN EMEA

If you know a company that will benefit from joining TAPA EMEA, please send them a link to our new membership brochure, which can also be downloaded from the TAPA EMEA website.



TAPA AND INDUSTRY *events...*

DECEMBER

03-05	MEFSEC Cairo (EG) www.mefsec.com/en/Home.html
04-06	Gulf Traffic Dubai (AE) www.gulftraffic.com/en/home.html
04-07	Black Hat Europe London (GB) www.blackhat.com
05-06	TOC Container Supply Chain Durban (ZA) www.tocevents-africa.com
05-07	Saudi TransTec Dammam (SA) www.sauditranstec.com

JANUARY

16-18	Perimeter Protection Nuremberg (DE) www.perimeter-protection.de/
21-23	Intersec Dubai (AE) www.intersecexpo.com/frankfurt/18/for-visitors/welcome.aspx
23-25	Multimodal West Africa Lagos (NG) http://www.multimodalwestafrica.com/
24	E-Crime & Cybersecurity Germany Frankfurt (DE) www.e-crimecongress.org/event/germany
31-02	Securexpo Nairobi (KE) www.securexpoestafrica.com/

If you are aware of any events that might be of interest to TAPA EMEA members, please email the details to info@tapaemea.org

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA



ADVERTISING OPPORTUNITY

RAISE YOUR PROFILE TO TAPA'S MEMBERS



In response to requests from a number of members and other companies, TAPA has decided to carry a back cover advertisement in future issues of Vigilant.

COST

A one-page colour advertisement will cost €1,500* for TAPA member companies or €1,995* for non-members. No one company will be allowed to buy the back page advertisement for more than three consecutive issues. Space will be allocated on a first come, first served basis.



Every month *Vigilant* is distributed to all TAPA members in the Europe, Middle East and Africa (EMEA) region and is also shared with TAPA Americas and TAPA Asia Pacific as well as law enforcement agencies and other supply chain security stakeholders.

Companies that wish to buy advertisement space in the Association's e-magazine are asked to contact info@tapaemea.org

ADVERTISEMENT SPECIFICATIONS

Full page ad size:
202mm (w) x 242mm (H)
no bleed is required.



Please supply adverts as High Resolution PDF files or Illustrator eps files with all fonts converted to outlines. Colours to be set to CMYK mode. No RGB, LAB, Pantone or special 5th colours can be used within the document, all images and fonts must be embedded.

* Plus VAT where applicable.



SETTING THE STANDARD IN SUPPLY CHAIN SECURITY