

# vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA

**Elf & Co  
North Pole**

HE'S DOING ALL HIS  
DELIVERIES BY DRONE  
THIS CHRISTMAS

**SEASON'S  
GREETINGS TO  
ALL OF OUR  
MEMBERS AND  
PARTNERS**

**Pages 3-5:** Who's standing for election to the 2018-2021 TAPA EMEA Board?

**Pages 6-10:** London conference review – supply chain security in a changing world

**Page 11:** Eye-on-Tech discusses GDPR, smart parking, perimeter security, and human and vehicle recognition analytics

**Pages 12-13:** Cargo crime monitor - 203 newly-reported freight thefts in EMEA in November 2017 produce a total loss of over €5.2m

**Pages 14-19:** IIS news - why it's time for action not words to tackle rising incident rates in unsecured parking locations

**Pages 20-21:** Standards FAQs offer advice in response to two key questions on appointing security personnel

**Page 22:** New TAPA FSR & TSR certifications and new members in EMEA

**TRANSPORTED ASSET PROTECTION ASSOCIATION**



# WHO'S RUNNING?

TAPA EMEA has gone from strength-to-strength over the last three years but the expectations, challenges and opportunities of the next three years mean even more will be required of the Association's Board of Directors in the region as supply chain security and cargo crime heads towards a new decade.

**So, who's up for the challenge?**



# CANDIDATES STANDING FOR THE 2018-2021 TAPA EMEA BOARD OF DIRECTORS

**The nomination process for candidates wishing to stand in the 2018-2021 TAPA EMEA Board of Directors' election has now closed and the Association is delighted to introduce the individuals you will have the opportunity to vote for.**

## What happens next?

- In the New Year, all TAPA EMEA members who are eligible to vote will be contacted with details of the voting procedure
- Voting will open on 15 January 2018 and will conclude on 15 February 2018
- The results of the election will be published in the February 2018 issue of *Vigilant*

TAPA EMEA invited the 11 candidates standing for election to provide a personal statement about themselves, their commitment to TAPA and the contribution they hope to make over their three-year term of office, if elected.

## Ap Boom – Amazon



For me, TAPA EMEA is the leading organisation in setting security standards for the supply chain and transportation. Being connected to TAPA

EMEA for a long time and experiencing lots of support with both FSR and TSR certifications, I feel it is time now to give something back to TAPA EMEA and invest time and energy in the TAPA EMEA Board. Amazon is already a sponsor of the PSR programme. Furthermore, Amazon as a buyer strongly supports me in achieving a Board function. I am very motivated to fulfil all the duties coming with a Board function.



## Luc Van Herck – Nike Inc



TAPA needs to be on the offense on cargo crime, always! We need to serve the members! Supply chain security for the future! Those are my 3 priorities for the next term. I would like to continue to deliver quality support for the members and their security challenges. Development of future standards, e-training, and growth in France are on my to-do list for the coming 3 years. I hope I can count on the members to keep the "Just Do it" mentality alive.

## Mark Gruentjes – Nosta Holding GmbH



Dear TAPA members and friends, I have had the pleasure to support TAPA EMEA in various roles throughout the past decade and very much appreciated the worldwide recognition

that our Standards achieved in the supply chain security fields of almost every industry sector. My previous regulatory involvement very much supported my current role as Standards Lead. I understand that we are in a very responsible and crucial position to develop our 2020 Standards in a way that supports our ever-changing and developing world, and to keep up with all the benefits and risks that IoT, Big Data and all the other evolving developments have brought us already and will continue to do so. The 2020 Standards need to be developed even more towards the needs and requirements of our current and future members to protect your assets and to simplify any compliance requirements that you face in your daily and growing business. It would be a real honour to get the chance to work together with you on our next evolution of TAPA Standards.

## Markus Prinz – Time Shuttle GmbH



I am currently TAPA EMEA Training Lead. In my daily and operational business I am responsible for the quality assurance & security management of FTL & LTL services of theft critical and

high value cargo transports at Time Shuttle, based in Germany. Further in this role, I am taking care of several certifications including ISO, CDSA, AEO, TAPA FSR & TSR and regulated agent as well as sub-contractor management and the IT infrastructure for the majority of companies of the Hammer Group.

## Marcel Saarloos – HP



The positive effect of TAPA on the industry cannot be ignored and I want to continue to be part of that effect and contribute to TAPA in general, and in the field of incident information and standards in particular.

## CANDIDATES STANDING FOR THE 2018-2021 TAPA EMEA BOARD OF DIRECTORS (continued)

### Michael Wortmann – VCK Logistics SCS GmbH



Currently the Treasurer of the Association and serving on the Board for the last 7 years, I'm prepared and committed for another term of three years in

order to contribute to TAPA's mission and to help drive the Association to the next level. I have many years of experience in logistics and security which I'm happy to bring into the daily Board work, should I be elected.

### Jason Breakwell – Wallenborn Transports S.A



The past three years were a huge learning curve as TAPA grew in multiple dimensions - new partners, new members, emerging opportunities and

threats, conferences and regional events. The keys to our success will continue to be intelligence; our members and the "TAPA community"; standards; and training. The next three years will be pivotal and I want to play a part in the structural changes that are necessary to meet the changing expectations of our members and our partners, and to help make TAPA a global leader.

### Tony Kavanagh – DAMCO



I have previously served on the Board between 2009 and 2015, during which time I held the roles of Training and IIS Leads respectively. Due to a change in job, I stepped away from the

Board in 2015 as I needed time to settle into my new role at DAMCO. In Q4 2016, I took up the role of project lead for TAPA EMEA's Secure Parking project and currently lead this team in developing a new programme, system and standard for parking. This project is now in the launch stage and we are focusing on marketing towards parking owners. I would like to put myself forward for your consideration as a Board member as I feel I can again offer TAPA EMEA the energy to serve and support the organisation as we develop over the coming years.

### Rein de Vries – Samsung SDS Smart Logistics Europe/CIS



After my experience as a member of the TAPA BOD last year and after many years as a proud member, I think this organisation is the "must have" for every person related to fighting cargo

crime. Working within a major electronics manufacturer and looking to the ways we were targeted (value and M.O. wise) clearly shows the need for a proper and professional network for countermeasures. In my perception this should be a give and take deal. So I offer my knowledge and experience with strong internal management support to TAPA EMEA.

### Paul Linders – CEVA Logistics



I have been a TAPA EMEA Board member since 2003 and from that time have been active within many TAPA working groups and activities, and

responsible for many BOD functions. Over the last 12 years I have held the role of global chair of the WWCCB, which is responsible for changing the TAPA Standards on a global level, every 3 years, while for TAPA EMEA I'm the FSR Lead and therefore responsible for this Standard within the EMEA region. In addition, I am a trainer for the FSR and TSR Standards and, on behalf of the Board, oversee the South African working group. I'm active in the EMEA Standards working group and a member of the waiver committee. Due to my global role as Chair of the WWCCB, I'm also a member of the WWC. (Worldwide Council)

### Thorsten Neumann – Microsoft



As TAPA EMEA Chair since 2006, we have transformed the TAPA Association from a small manufacturer driven Organisation to the biggest Supply Chain Security & Resilience association in

the world. I would love to continue that transformation to the next level and raise our visibility to the next level by expanding our footprint to more industries, partners, technologies and regulatory bodies.

# 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](mailto:iis@tapaemea.org)

**TAPA INTELLIGENCE DRIVES A SECURE SUPPLY CHAIN**



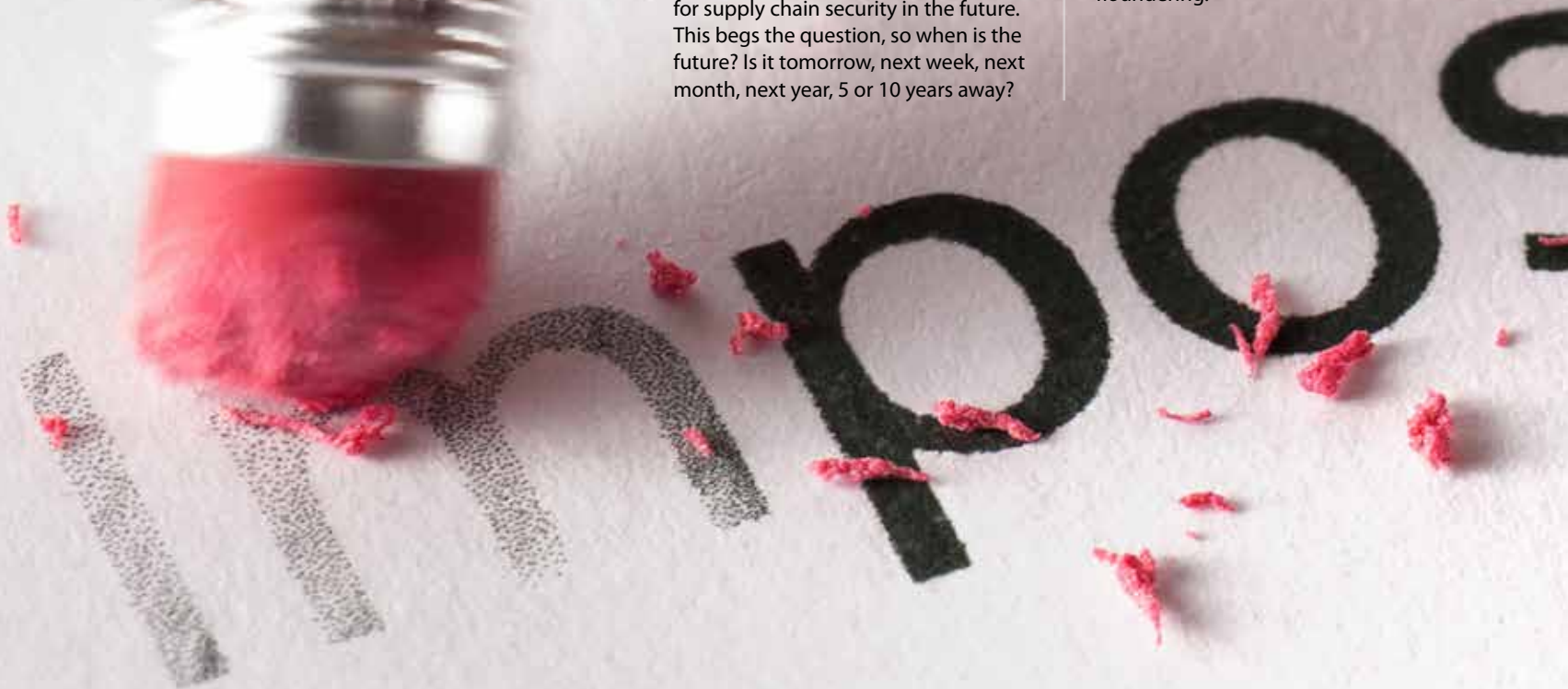
# TAPA IN A CHANGING WORLD

One of the biggest challenges for all supply chain security professionals is that they have enough risk to mitigate on a day-to-day basis already without having to think about threats that might be several years away.

**The world, however, can change very quickly, potentially in the time it takes to compose a Twitter message if you're a world leader.**

The thinking behind TAPA's 20th Anniversary Global Conference was to step beyond the current day-to-day world of security and to look at changes happening around us that have the potential to not only change the way we do business but which will also present both opportunities and threats for supply chain security in the future. This begs the question, so when is the future? Is it tomorrow, next week, next month, next year, 5 or 10 years away?

One of the speakers brought in to challenge the way we think about the future was Nik Gowing, author of 'Thinking the unthinkable', described as a 'new imperative for leadership in the digital age'. His message was loud and clear; the world can change in an instant. It's not just business that's hard to predict, it's our changing society and our personal security too. Global leaders are facing an unprecedented level of disruption and many are floundering.





His views were echoed by Dr James Bellini, a self-styled 'historian of the future' who spends a great deal of his time evaluating key trends and strategic challenges facing current and future business into the 2020s. He said: "Over the next five to ten years we will see more disruptive technological change than we saw in the whole of the twentieth century. This will have a transformative impact on supply chains. This pattern of disruption will continue into the more distant future as further waves of innovation create whole new industries and change the rules for logistics and supply chain management.

"Some disruptive technologies will be already known to us but are now entering



significant impact in different economic sectors. Their combined effect will transform every aspect of daily life: working practices, re-shaped business models, a manufacturing sector shaped by the impact of 'Industry 4.0' (the current trend of automation and data exchange in manufacturing technologies) consumer habits, smarter homes and



Manhattan with a commitment of a one-hour delivery. Today the service operates in over 100 cities worldwide. Why? Because that's what their customers want.

Jeff Bezos, Amazon's founder, says it best of all when talking about innovation: "Start with the customer and work backwards."

Eb Mukhtar, Amazon Europe's Director of EU Transportation and Logistics Services, gave delegates in London an insight into one of the next big supply chain

innovations; drones, with a video showing Amazon's Prime Air service. "It

looks like science fiction, but it's real. One day, seeing drones delivering Amazon packages will be as normal as seeing mail trucks on the road.

We have already proven it works," he said. It's all about embracing the possible and challenging the seemingly impossible if that's what customers want.

Eb Mukhtar stated: "We wouldn't be successful if we weren't willing to fail. To invent, you have to experiment. Most large organisations embrace the idea of invention, but are not willing to suffer the string of failed experiments to get there. Big winners pay for so many experiments."

DHL is another company not afraid to experiment. Nor is it ignoring supply chain security solutions that already exist. DHL remains strongly committed to TAPA's Security Standards with some 370 global sites already TAPA FSR certified.

# possible

neighbourhoods, even the act of innovation itself. And, of course, logistics and supply chains will enter a new age."

The biggest innovator of supply chain change, however, won't be technology, it will be customers, say Amazon, and it's hard to disagree. 20 years ago when Amazon started out, long deliveries were the norm. In those days it was perfectly acceptable to ship in 4-5 days – but Amazon and others have come a long way since then. In December 2014, Amazon launched its Prime Now service in

an important new phase of maturity: mobile-cloud devices, robotics, the Internet of Things, 3D printing, Big Data, autonomous vehicles, the emergence of 'smart' hyper-connectivity ... and so on.

Others will be innovations currently out of sight beyond the horizon that will have

*"It looks like science fiction, but it's real. One day, seeing drones delivering Amazon packages will be as normal as seeing mail trucks on the road. We have already proven it works."*



*Technology – often becoming available at lower cost – is changing what companies can do and offers ‘a huge opportunity to grow new revenue streams and business models.’ The fact that the Federal Drug Administration in the U.S. has already approved the first 3D printed drug is just one indication of what’s possible.*

At DHL, the age of the digital supply chain is already here. It’s a smart move. McKinsey is on record as stating ‘The biggest future revenue and profit impact of digitalisation is set to occur through the digitalisation of Supply’ while Cisco Consulting believes \$1.9 trillion of value is at stake through the deployment of Internet of Things (IoT) use cases in the supply chain and logistics industry.

**These are indicators fuelling work and creative thinking at DHL’s Innovation Center where projects include:**

- The connected warehouse
- Augmented reality solution vision picking, which produces an average 15% productivity gain, improved picking accuracy, greater customer satisfaction, and requires 50% less training time
- Aerial oversight with drones
- A family of CO2-neutral Streetscooter vehicles
- Robotics for autonomous identification and mobile piece picking

- The use of smart locks and deliveries to car trunks

Scott Allison, President – Life Sciences & Healthcare Sector, DHL Customer Solutions & Innovation, highlighted how technology – often becoming available at lower cost – is changing what companies can do and offers ‘a huge opportunity to grow new revenue streams and business models.’ The fact that the Federal Drug Administration in the U.S. has already approved the first 3D printed drug is just one indication of what’s possible.



Discussing robotics and automation, he said the dropping cost of automation is unlocking a wealth of new opportunities. The possibilities for the use of robotics were best explained by Prof. dr. Pieter Jonker, full professor in Cognitive Robotics at the Delft University of Technology and CEO of RobotRobotsCompany in the Netherlands. For anyone confused by the complexities of robotics and what it is going to take before we see robots fulfilling a range of supply chain functions, Prof. Jonker provided a simple insight into what makes an autonomous robot:

- **Motion**

- It can move (walk, drive, fly, sail, dive)
- It can manipulate (reach, grasp, inspect)

- **Cognition**

- Where am I on the map of my world?
- Who are “the others” and what are they doing?

- **Autonomy**

- What is my task and how am I doing?
- What/whom do I need for my task (leverage)?

Like so many other topics discussed by speakers and panelists at the London conference, listening to Prof. Jonker speak provided another reminder that the changes many feel are still years away are actually proven, becoming increasingly advanced and sophisticated, and are going to change our working and private lives sooner than we think.

Some of this disruption will be warmly embraced by companies constantly looking to lower operating costs although artificial intelligence, in particular, will not be without its risks. However, the potential for automated warehouses and autonomous vehicles will, in the fullness of time, go a long way towards solving issues such as recruiting a flexible workforce to meet seasonal peaks or driver shortages.

It is, arguably, all a part of ‘thinking the unthinkable’ – as Nik Gowing would say - and being prepared for all eventualities. Pat Flynn-Cherenzia, Senior Director, Global Logistics and Fulfillment at Microsoft, presented two supply chain disruption case studies that looked at the much-publicised ransomware attack on Maersk Group and the bankruptcy of Hanjin Shipping and the ensuing response.

**She concluded by offering this advice to companies regarding the key questions they should be asking themselves as part of their plan to deal with a disruption event:**



*'We invited a range of outside speakers to present fresh and different subjects because our goal was to broaden our members' outlook and to challenge our industry to adapt and develop. We wanted every delegate to take home new information and I felt we achieved our goal. I think for the future it is important that TAPA provides a forum that goes beyond our conventional boundaries.'*

### Foresight/Market Intelligence

- How do you stay informed and aware of the latest and greatest issues impacting the logistics industry?
- How do you know the right time to disengage?
- What is the current/general industry sentiment?
- What sort of network, infrastructure and sources do you need to develop in order for your supply chain to be informative and predictive?
- Is your supplier base proactively dependable and situationally aware?

### Contingency Planning

- What are the possible scenarios where disruptions might occur?
- What is your recovery plan for every possible disruption event?
- How much risk is appropriate for your business?
- What are your trade-offs (cost/reliability/ops executive?)
- How do you evaluate and quantify risk in your supply chain?
- How do you ensure your supply chain is resilient against, and responsive to, disruptions?

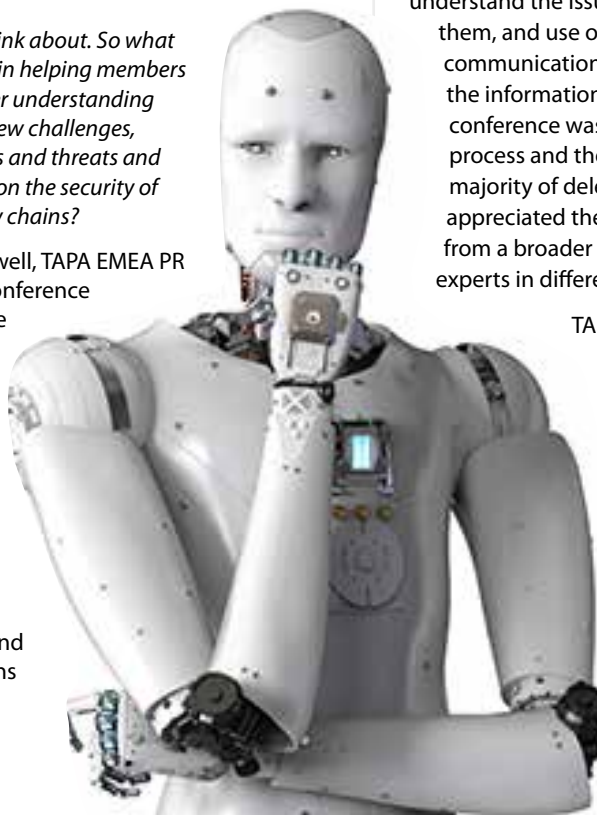


### Crisis Management & Situational Partnerships

- Is your existing supplier base able to 'deliver the goods' in times of need?
- Do they have the wherewithal/clout to 'move mountains' for you?
- Who are the stakeholders to engage with?
- Would you be (de)prioritised by your suppliers when crisis hits
- How do you leverage your supply base and stakeholder network to drive supply chain action to ensure an efficient disruption resolution?

*It's a lot to think about. So what is TAPA's role in helping members gain a greater understanding of so many new challenges, opportunities and threats and their impact on the security of global supply chains?*

Jason Breakwell, TAPA EMEA PR Lead, and Conference Lead, Rein de Vries, both played key roles in setting the agenda for the London conference and for the choice of speakers. So, did it work and what happens now?



"We invited a range of outside speakers to present fresh and different subjects because our goal was to broaden our members' outlook and to challenge our industry to adapt and develop. We wanted every delegate to take home new information and I felt we achieved our goal. I think for the future it is important that TAPA provides a forum that goes beyond our conventional boundaries. We are fortunate to have a very diverse membership and I'm sure they will provide numerous opportunities for us to pursue. I think the topics we discussed in London have made us all realise that some of these changes are happening even faster than we think but it is also clear that legislation and regulation is not keeping pace. This is one of the areas where TAPA needs to invest more time to acquire more expertise and knowledge of the impacts of future technologies, and ensure our security programmes adapt accordingly to protect our members' supply chains.

"In London, the sheer size of the event made break-out sessions difficult but we will certainly be including these at our next conference in Warsaw, which will enable us to cover a wide range of subjects again. I would urge our members to get involved in break-outs and speak up, and please keep recommending interesting speakers and themes to the TAPA conference team."

His views are shared by Rein de Vries, who added: "The world is changing so fast around us, it's making people nervous. We have to continue to listen to our members, understand the issues that are important to them, and use our conferences and other communications channels to supply the information they want. Our London conference was a continuation of that process and the feedback from the majority of delegates was good. They appreciated the opportunity to hear from a broader range of speakers who are experts in different fields."

TAPA members can download presentations from the London conference in the password-protected 'Information' section of the EMEA website. If you wish to propose topics or speakers for the Association's next conference in Warsaw in April, please contact [info@tapaemea.org](mailto:info@tapaemea.org)



# THANK YOU

The support of our sponsors and exhibitors in London helped TAPA to deliver its 20th anniversary conference at no extra cost to our members. These are the comments we have received from our sponsors and exhibitors since the event...

'On behalf of ASSA ABLOY Logistic Security Solutions, a big "THANK YOU" for a fantastic TAPA event. Our experience included interesting discussions, topics and tasks shared with the TAPA members at the conference. The core value for us was to meet the TAPA members face to face and it was an excellent opportunity with a positive atmosphere. The event exceeded our expectations by far.'

**ASSA Abloy**

'Samsung SDS would like to thank TAPA and all of the delegates at the 20th Anniversary conference. We really appreciated the opportunity to present our capabilities and for all the pleasant conversations we had with many delegates about our services. The benefit of the conference stemmed from both the knowledge sharing opportunities it provided and the many networking moments.'

**Samsung SDS Smart Logistics**

'It was our pleasure to be part of the TAPA Conference in London to talk about your individual requirements, and how companies can maximise their profits and improve efficiency.'

**Geutebrück**

'Thank you very much for visiting our booth. It was a pleasure to meet you. In addition, a big THANK YOU to the entire TAPA Team for organizing this wonderful event. We look forward to seeing you again in Warsaw.'

**WABCO**

'As a long-term TAPA exhibitor and sponsor, it was an honour and a pleasure to be part of the 20th anniversary event in London. The meetings and the interest at the SBS-Maple stand were exhilarating. Thank you to everyone.'

**SBS Security & Safety Products**

'Following the valuable engagement we had at the TAPA conference, the DHL Resilience360 team would like to thank the delegates who attended. Our team always welcomes opportunities to engage with the cargo security community as we continuously improve our risk management platform. It was insightful for us to build on our existing engagement and further our understanding of the current challenges and focuses in the cargo security field.'

**DHL Resilience360**

'It was a pleasure to be an active player at TAPA@20. Two full days of inspiring meetings and presentations from outstanding speakers and a great opportunity to share and exchange our thoughts and experiences with a "family" of professionals. We look forward to Warsaw 2018 where we'll bring again our passion for innovation and technology as the success key for cargo security and supply chain continuity.'

**Multiprotexion**

'Congratulations to all involved with the planning and staging of TAPA@20. It really was an excellent event with some really informative speakers and valuable, thought provoking discussions. It is always a pleasure to converse with knowledgeable and receptive delegates and Maple certainly benefited from some productive discussions with both existing and prospective clients. We are delighted to continue our support of TAPA and their members. We look forward to seeing you all again in 2018.'

**Maple Fleet Services**

'Thank you to all the TAPA@20 delegates for your very active participation. Sensitech Inc. (including the former FreightWatch International) has never before experienced the size of audience and level of engagement that this event generated.'

We would like to send a big THANK YOU to the TAPA@20 organising team – your logistics and support were outstanding and flawless.'

**Sensitech**

'As longstanding TAPA members, it was great to see attendance from all stakeholders across the supply chain world, still committed to the TAPA cause, striving for the mitigation of supply chain risks. See you in Warsaw.'

**RSA**

'This event marking the 20 year anniversary was the best event ever. We will definitely continue to support TAPA not only in Europe but also in Asia where we are Tapa member as well.'

**Mega Fortris Group**

'We would like to sincerely thank the organising team behind the TAPA@20 conference for managing this event. The congress brings together the people within the industry, highlights current market trends and the directions our whole sector needs to grow towards. It is great for all of our companies to have this link between each other to support progress in standards and solutions. We hope to see as many people during the next event as we did in London.'

**CargoGuard**

'Many thanks to everyone who came to visit AIG's stand at the TAPA 20th anniversary global conference! Many of you entered the competition on our stand to win an AIG All Blacks rugby shirt. We are delighted to announce that the winner is Iris Decker of Geodis Logistics. We also donated a signed AIG All Blacks shirt to the charity auction and were thrilled to see that it received the highest bid on the night. Thank you for your incredible generosity in supporting the TAPA charity.'

**AIG**

# EYE-ON-TECH



## Made in China?

... China accounted for nearly one-third of all physical security equipment sold in 2016, according to new statistics which show the size of the physical security equipment market in China.

The recently-published *IHS Markit Physical Security Equipment & Services Report* estimates that the global market for physical security equipment totalled US\$29.2 billion in 2016.

This represents a \$1.6 billion or 5.8% increase over 2015. Included in this estimate are the following equipment types: video surveillance, access control, intruder alarms, entrance control (pedestrian and vehicle), consumer video

surveillance, mobile video and body worn cameras, and enterprise storage.

Looking forward, IHS Markit forecasts that the world market for physical security equipment will grow at a compound annual growth rate (CAGR) of 7% to 2021. By 2021, the physical security equipment market is expected to total US\$41.7 billion annually.

Geographically, there are significant differences in terms of where future growth is expected to come from. China, the largest single market for physical security equipment in terms of revenue, accounted for 29% of the global market in 2016.

[Read more...](#)

## General Data Protection Regulation (GDPR) requirements, deadlines and facts

On 25 May 2018, the General Data Protection Regulation will come into force and any B2B or B2C organisation is expected to have measurements in place to comply with this regulation. But do we really know what this regulation is about? Have our organisations taken the necessary steps to protect data from external parties whilst being processed within our companies? I found this article on the net and wanted to share it with you as we head into the year 2018.

GDPR is a regulation that requires businesses to protect the personal data and privacy of EU citizens for transactions that occur within EU member states. And non-compliance could cost companies dearly. Here's what every company that does business in Europe needs to know about GDPR. [Read more...](#)

## Hikvision introduces Smart Parking Management Solution

Hikvision, which claims to be one of the world's leading suppliers of innovative video surveillance products and solutions, is set to make life easier for parking operators with their 'state-of-the-art Smart Parking Management Solution'. They say this solution will masterfully improve the efficient management, security and profitability objectives of parking operators. [Read more...](#)

## Perimeter Security market is expected to reach \$224.89 billion by 2023 with a CAGR of 13%

Factors such as the rising number of perimeter intrusions, increasing urban infrastructure across the globe, strict government rules and rising technological advancements in perimeter security are fueling the market growth. However, high investment cost and maintenance requirements, lack of technical expertise and awareness are still restricting the market at a time when the development of next-generation integrated systems is providing ample opportunities for market growth. [Read more...](#)

## Genetec announces Traffic Sense - a unified traffic operations platform driven by advanced analytics

Continuing in the parking domain, a hot topic for TAPA EMEA and its members, let me share with you another smart way of analyzing traffic flow...

Traditional advanced traffic management systems require extensive custom integration and development, and are slow to adapt to changing environments. Traffic Sense, on the other hand, is reportedly designed to seamlessly integrate new and emerging technologies, reducing customers' total cost of ownership and shortening implementation cycles significantly. Traffic Sense enables traffic centres to adapt and automate responses to current challenges, such as roadworks, new developments and changes in drivers' behaviour. [Read more...](#)

## FLIR Thermal Bullet Camera has built-in human and vehicle recognition analytics

FLIR has introduced the FB-Series ID, the latest fixed bullet thermal security camera in the FB-Series family. The FB-Series ID features video analytics that are capable of classifying human or vehicular intrusions, making it well-suited for narrow-to-wide area perimeter detection and sterile-zone monitoring.

Combined with FLIR's custom automatic gain control (AGC) and digital detail enhancement (DDE), the FB-Series ID provides high quality image contrast and sharpness to improve analytic performance, resulting in fewer false alarms, according to the company. [Read more...](#)

## Want to contribute to Eye-on-Tech?

Let us know at [info@tapaemea.org](mailto:info@tapaemea.org).

Our objective is to bring information that really matters to the Supply Chain Security Industry. Information by the industry - for the industry.

Wishing you all a great year-end break and a very safe and secure 2018.



Frédéric Haegeman

# CARGO CRIME MONITOR

## CARGO THEFT BY COUNTRY



November 2017

Belgium	2 (1.0%)
France	7 (3.4%)
Germany	48 (23.6%)
Greece	1 (0.5%)
Italy	2 (1.0%)
Poland	1 (0.5%)
Serbia	1 (0.5%)
South Africa	4 (2.0%)
Spain	2 (1.0%)
Sweden	1 (0.5%)
Ukraine	1 (0.5%)
United Kingdom	133 (65.5%)

Number of incidents in month



**€5,292,619**

Total loss for the 156 or 76.8% of crimes stating a value

**-12.1%**

Change in the number of recorded cargo crimes vs. November 2016



# 203

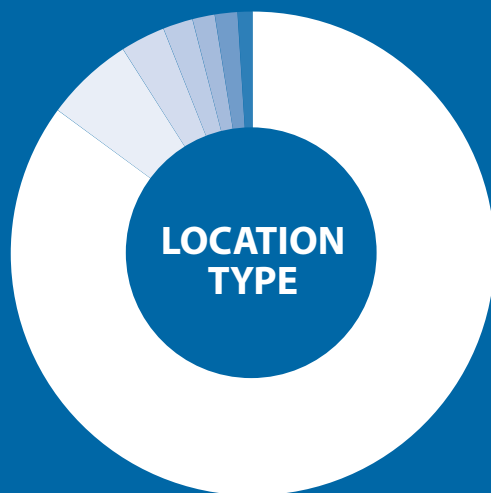
Number of new cargo crimes recorded by TAPA's IIS last month

## €337,268

**Biggest single loss** - Theft from Vehicle of Clothing & Footwear from an unknown location in Barking, London, UK, on 6 November

Number of countries reporting incidents

# 12



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



# €33,927

## AVERAGE LOSS VALUE LAST MONTH

# 85.1%

Or 173 of the recorded incidents took place in Unsecured Parking locations




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

Intrusion	178 (87.6%)
Violent & Threat with Violence	10 (4.9%)
Unknown	6 (3.0%)
Forced Stop	5 (2.5%)
Deceptive Pick Up	1 (0.5%)
Deceptive Stop	1 (0.5%)
Internal	1 (0.5%)
Theft from Moving Vehicle	1 (0.5%)

# PARKING

# PRIORITY





With cargo thefts at unsecured parking locations accounting for 173 or 85.1% of incidents in November, it's time for action not words in the drive for more secure parking

The urgent need for a network of secure parking places in Europe isn't news anymore because so much has been said and written on the subject in recent years without there being any noticeable improvement. In fact, cargo crimes at unsecured parking places in the EMEA region continue to dominate newly-recorded freight thefts in the Association's Incident Information Service (IIS) database.

In 2018, to have any hope of reducing the level of cargo losses in the region, those words must be replaced with action and as the world's leading Supply Chain Security Experts network, TAPA is leading the charge with the introduction of its new Parking Security Requirements (PSR). With the required background infrastructure now in place to support the new Standard, it will be the subject of a proactive sales and marketing campaign to bring Parking Place Operators onboard in Europe.

Every TAPA EMEA Manufacturer and Logistics Service Provider member stands to benefit if the Association is successful in creating a robust network of TAPA-certified parking sites – but this isn't going to happen overnight. It will, however, progress at a much faster rate if members actively get involved. This is a topic we will return to in the January 2018 issue of *Vigilant*.



The facts speak for themselves; attacks on vehicles in unsecured parking locations now present the greatest risk to high value, theft targeted cargoes as well as to drivers and their vehicles. Crimes notified to TAPA's IIS and reported in previous issues of *Vigilant* in the first 11 months of 2017 show:

- **January** – 98 incidents at unsecured parking locations, 64.9% of the monthly total
- **February** – 168 incidents or 72.8%
- **March** – 114 incidents or 72.2%
- **April** – 154 or 77.8%
- **May** – 160 or 75.5%
- **June** – 140 or 75.4%
- **July** – 130 or 73.4%
- **August** – 109 or 75.7%
- **September** – 126 or 76.3%
- **October** – 185 or 75.1%
- **November** – 173 or 85.1%

The latest recorded cargo crime intelligence for November 2017 shows that the two countries with the highest reported incident rates – the United Kingdom and Germany – accounted for 89.1% of the monthly total or a combined 181 incidents. In the UK, 125 or 93.9% of these crimes took place when trucks stopped in unsecured parking locations. In Germany, the figure was 83.3%.

Overall, for the month, there were 173 cargo crimes committed in unsecured parking locations in EMEA, 85.1% of all incidents reported to the IIS database in November, a



rate of 5-6 new attacks on trucks every day. It is a situation that cannot be allowed to continue without some co-ordinated effort to find safe places for trucks to stop.

On 11 November, IIS was notified of curtain-cutting attacks on 110 trucks at parking sites in Bavaria. A further 20 trucks were targeted at the Fläming East & West service areas in Niemeck, Brandenburg, in Germany on 5 November.

November 2017's overall data is influenced by the fact that no data was available from Dutch law enforcement as *Vigilant* went to press. Consequently, the 203 newly-reported cargo crimes in EMEA for last month show a 12.1% reduction in incidents year-on-year. However, bearing in mind there were 78 cargo crimes in the Netherlands in November 2016, the final figure for November 2017 will almost certainly show an upward trend once the Dutch data is added into the IIS database.

Of the 203 incidents, 156 or 76.8% reported a value, producing a combined loss total of **€5,292,619**. The average loss for crimes with a value in November was **€33,927**.

Overall, TAPA recorded incidents in 12 countries in the EMEA region during the month. Aside from the UK and Germany, no other countries reported a double-digit rate of incidents. France was the country with the third highest number of crimes, 7 or 3.4% of the total, ahead of four in South Africa.

**Nine major losses with a value of €100,000 or more were notified to the Association in November with a total value of €1,570,694 or an average of €174,521. The major incidents were:**

**€337,268**

The theft of Clothing & Footwear in Barking, UK, on 6 November after thieves cut open the curtain side of a parked and attended truck.



**€248,002**

Perfumes were stolen on 20 November when offenders targeted a parked and attended truck and semi-trailer in an unsecured parking location in Gravesend, Kent, in the UK.



**€211,000**

Thieves entered a transport yard through a back fence and removed Clothing & Footwear from loaded trailers that were ready to make deliveries the following day. This incident on 5 November occurred at a Services 3rd Party Facility in Greater London.



**€169,985**

This Theft of Trailer crime in Widnes, Cheshire, in the UK on 11 November saw thieves force their way into a secured transport yard in order to steal two trailers loaded with alcohol and household products.





**€143,278**

In San Fernando de Henares, Spain, this incident began when a driver unhooked his trailer loaded with miscellaneous products and left it overnight on a public street. The trailer was later discovered inside a warehouse where its load was being transferred into a van. Guardia Civil are reported to have arrested the offenders following a shoot-out on 12 November.

**€134,000**

Fraud was used in this Deceptive Pick-up on 4 November, which saw a driver arrive with a tractor unit at an Origin Facility in Heywood, Manchester, UK, and use false documentation in order to steal a trailer loaded with whisky.

**€120,000**

Thieves unscrewed a section of a security fence in Cloppenburg, Lower Saxony, in Germany, to conduct this Theft from Facility crime on 25 November. They escaped with car parts stolen from parked trucks.

**€107,161**

On 15 November, Toys & Games were stolen in a Theft from Vehicle incident in Wolverhampton, Staffordshire, UK. Thieves cut the curtain side of a parked and attended truck at Hilton Park Motorway Services Area.

**€100,000**

240 flat screen televisions were stolen in just 30 minutes after offenders broke open the rear door lock of a truck in an unsecured parking location in Appenweier, Baden-Württemberg, Germany, on 23 November.



**TAPA EMEA's IIS team also received reports of a further 20 crimes involving losses of between €50,000 and €100,000. The total loss for these incidents of €1,204,663 resulted in an average loss of €60,233. The top 10 crimes by value in this loss category were:**



- **€78,456** – Tyres stolen from a vehicle parked on an industrial estate in Shepshed, Leicestershire, UK, on 22 November. Thieves cut a hole in the curtain side of the parked and attended semi-trailer before using an axle-grinder to cut through the rear locks on the vehicle;
- **€73,321** – Car Parts were the target in this Theft from Vehicle crime in a layby on the A421 in Renhold, Bedfordshire, UK, on 15 November;
- **€73,074** – Clothing & Footwear taken from a parked and attended semi-trailer in Gravesend, Kent, UK, on 1 November;
- **€70,000** – Thieves cut the curtain side of a truck in an unsecured parking location in Scheinfeld, Bavaria, in Germany, in order to steal 13 bicycles and e-bikes on 30 November;
- **€68,030** – A layby on the A14 in Twywell, Northamptonshire, UK, was the scene of another curtain-cutting crime involving a parked and attended trailer. Furniture/ Household Appliances were taken in this crime on 30 November;
- **€68,030** – Another theft of Tyres, this incident took place in Daventry, Northamptonshire, in the UK on 28 November, after the offenders cut the tarpaulin side of a parked and attended truck;
- **€65,949** – A similar M.O. was used to steal Computers/Laptops from a truck in Newark, Nottinghamshire, UK, on 23 November;
- **€65,424** – Sports training shoes were stolen from a vehicle at Newport Pagnell Motorway Services in the UK on 15 November in another curtain-cutting incident;
- **€62,457** – Thieves forced open the rear doors of a secured HGV and semi-trailer on 3 November and took a shipment of Computers/Laptops. This crime occurred in a layby in North Hykeham, Lincolnshire, in the UK;
- **€59,557** – Another loss of Computers/ Laptops and another crime in Daventry, UK, and another curtain-cutting incident – this time on 9 November.



In the United Kingdom, trucks parked at Motorway Service Areas (MSA) continue to face a major threat. IIS recorded 45 incidents – 33.8% of the UK’s total crimes last month - at 15 MSAs:

- M1**
  - Donington
  - Leicester Forest
  - Leicester Markfield
  - Newport Pagnell
  - Northampton
  - Tibshelf
  - Toddington
  - Trowell
- M6**
  - Hilton Park
  - Stafford
- M25**
  - South Mimms
  - Thurrock
- M40**
  - Cherwell Valley

- M4**
  - Chieveley
  - Membury

The MSAs with most recorded incidents were:

- Toddington, 8 incidents
- Cherwell Valley, 7 incidents
- Leicester Markfield, 6 incidents
- Stafford, 5 incidents
- Trowell, 4 incidents

TAPA’s IIS also recorded a further three incidents at the Welford truck stop in Cold Ashby, Northamptonshire. Overall, in the UK, 83 or 62.4% of crimes recorded in November occurred in the East Midlands.

Other incidents worth noting included:

- An attempted hijacking of a truck on the A4 in Belgium. It was travelling in the direction

of Wanlin from Luxembourg when a silver Ford vehicle tried to force the truck to stop. The driver, however, was able to alert the police and the crime was averted;



- TAPA was notified of several thefts of diesel from trucks in Germany;
- A number of attacks on Last Mile deliveries of Tobacco were reported in France;

- In Viersen, North Rhine-Westphalia, Germany, thieves used their own tractor units to steal three trailers on 17 November that were loaded with 400,000 eggs;

- Eight offenders were seen cutting the curtain sides of trucks in the early hours of the morning on 8 November at the motorway parking on the A2 near Ziesar in Brandenburg, Germany.

Unsurprisingly, given the number of cargo crimes reported in unsecured parking locations, Theft from Vehicle was the most common type of incident recorded by TAPA EMEA’s Incident Information Service (IIS) in November. It was stated in 162 or 79.7% of the month’s freight thefts.



Food & Drink continued to be the IIS product category with the highest number of recorded thefts, 34 in November or 16.7% of all incidents. The other products suffering 10 losses or more last month were:

- Clothing & Footwear – 18 incidents, 8.8% of the total
- Tobacco – 16 or 7.9%
- Cosmetics & Hygiene – 12 or 5.9%

There were 17 cases of theft of truck and/or trailer with no load onboard.

TAPA EMEA members can find further intelligence on cargo crimes reported to TAPA in November by using the searchable, password-protected IIS database.

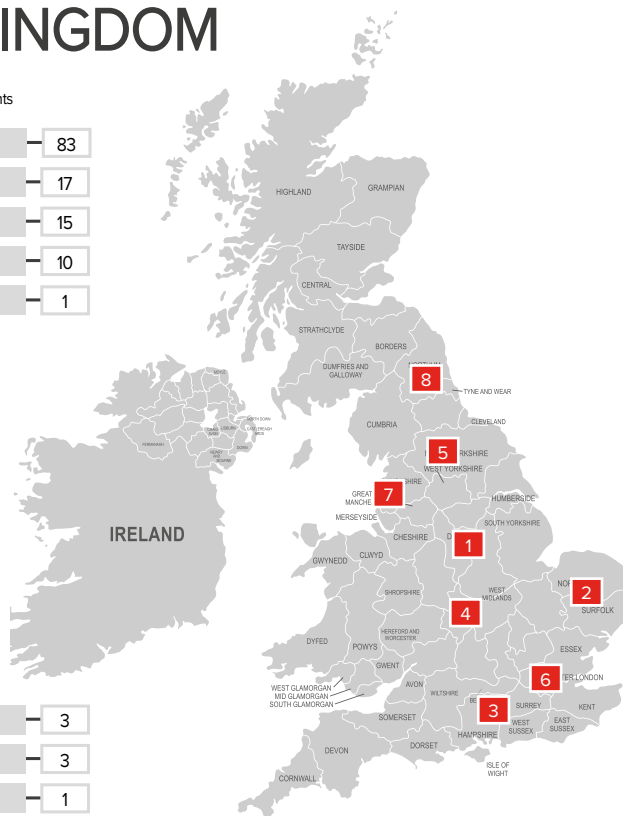
PRODUCT CATEGORY	No	%
Unspecified	50	24.6%
Food & Drink	34	16.7%
Clothing & Footwear	18	8.8%
No Load (Theft of truck and/or trailer)	17	8.3%
Tobacco	16	7.9%
Miscellaneous	16	7.9%
Cosmetics & Hygiene	12	5.9%
Furniture/Household Appliances	8	4.0%
Computers/Laptops	7	3.4%
Tools/Building Materials	6	3.0%
Toys/Games	5	2.5%
Car Parts	5	2.5%
Tyres	3	1.5%
Pharmaceuticals	3	1.5%
Bicycles	2	1.0%
Cash	1	0.5%

## Locations of the 133 recorded cargo crimes in November

### UNITED KINGDOM

■ Position on map □ Number of incidents

1	East Midlands	83
2	East of England	17
3	South East	15
4	West Midlands	10
5	Yorkshire & the Humber	1



6	Greater London	3
7	North West	3
8	North East	1

## Locations of the 48 recorded cargo crimes in November

### GERMANY

■ Position on map □ Number of incidents

1	Bavaria	10
2	Lower Saxony	10
3	North Rhine-Westphalia	7
4	Hesse	3
5	Baden-Württemberg	3
6	Saxony-Anhalt	3
7	Rhineland-Palatinate	2
8	Brandenburg	2
9	Saarland	1
10	Bremen	1
10	Hamburg	1
12	Schleswig-Holstein	1



• The locations of 4 incidents were unknown



### Same van, same M.O in tobacco crimes



Police in the UK believe the same vehicle and M.O were used in two incidents involving tobacco deliveries last month. On 30 November, an offender with his face covered climbed into the back of a truck as the driver was inside the vehicle preparing to make a delivery in Waltham Cross, Hertfordshire. He was joined by an accomplice who helped to steal a shipment of cigarettes, before a third man pulled down the shutter of the truck, leaving the driver inside. After a short time, the driver opened the shutter and took a photo of a white Transit high top van and its registration plate, believed to have been used by the thieves. This appears to have been the same vehicle used in a similar attack in North London on 7 November, which captured the van and three suspects on CCTV. One of the suspects is said to have an Irish accent.

### Bogus police car targets truck in Belgium



On the night of 6 December, a truck driver travelling in the direction of Venlo on the E34 in Turnhout, Belgium, noticed a genuine-looking police car with flashing lights driving alongside his vehicle and saw one of the occupants instructing him to pull over into a parking place. Feeling that something was not right, the driver called the 112 emergency number and was advised there were no police surveillance vehicles in his location. By this time, the suspect vehicle had driven away. Whilst this M.O. has been recorded several times in France, this is believed to be the first such incident to have occurred in Belgium.

### Pharmacist arrested in pharma re-export case



A Syrian pharmacist with a Bulgarian passport is believed to have led a money laundering scheme for the re-export of pharmaceuticals involving millions of Bulgarian Lev. More than 20 people have been questioned by police after the arrest of the main suspect.

# STANDARDS FAQs #5



## 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!

**This new FAQ service has already reached article #5! We still have many questions in the pipeline and plan to continue to support TAPA EMEA members by publishing new questions and answers each month.**

As we have addressed many of the less complex topics previously, in this issue we are tackling two questions that need a more detailed explanation. These are two good examples from the FSR and TSR Security Standards that we hope will provide you with more clarification on our requirements.

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](mailto:info@tapaemea.org)

### Question 1.

*FSR 6.2.1 requires that the supplier must have a formally appointed person for security on site who is responsible for maintaining TAPA FSR and company supply chain security requirements. The supplier must also have a person (can be the same) responsible for monitoring the FSR programme. This includes scheduling compliance checks, communications with AAs, recertification, changes to the FSR Standard, etc.*

**Note: These persons can be an employee or outsourced person under contract to perform this role.**

*This looks like more than 1 requirement? Can you provide more of an explanation on what I can or cannot do to appoint the "formerly appointed person on site" and the "person responsible for monitoring the FSR programme"? What evidence is required to prove we have appointed this person?*



### Answer:

- For each certified site it is a requirement that a site-based person is appointed for security and who is responsible for day-to-day FSR compliance and other Supplier supply chain security procedures.
- If the supplier has multiple sites, they must appoint a site-based person at each site to maintain day-to-day FSR compliance.
- In addition to the FSR day-to-day compliance role, TAPA's FSR requires that a person is appointed to oversee the TAPA certification programme and ensure all periodic checks, fault rectification and recertification are part of managed programmes, and be the point of contact for TAPA-related matters for the Supplier. The Supplier can choose to appoint one person to perform this role for multiple sites and/or combine it with the TAPA compliance duties of one of the site-based persons. Typically, larger operations will appoint a security manager to oversee their TAPA activities across the group but rely on a site-based person to ensure ongoing compliance is maintained. Smaller operations may only have one TAPA certified site and then it would be acceptable for one person to perform both roles.
- It is also permitted for the Supplier to outsource the role (e.g. a guarding company or security consultancy) but they must then have a contract in place with the outsourced company that names the persons and lists the duties to be performed. The outsourced company cannot use any TAPA training or recognition received to obtain or maintain business for their other clients.
- For evidence, it is sufficient that you have documentation informing these persons of their duties and/or it's covered in your documented internal procedures. These positions need to be filled before certification.

# STANDARDS SUPPORT



## Question 2.

*We are concerned about privacy compliance and keeping records of interviews for later use. Can you provide any guidance on what to look for when auditing TSR E.8?*

*TSR E.8 Re-hiring: Procedures are in place to prevent LSP/Applicant from re-hiring workforce if denial/termination criteria are still valid.*

**Note: Records are reviewed prior to re-hiring (Ex: background of previously terminated personnel or rejected applicants previously denied employment).**

**Answer:** This requires a procedure to be available and in place that reduces the likelihood that a former member of the workforce could be rehired when they may still be considered as unsuitable. It could be they do not meet the hiring standards of the LSP/Applicant due to a previous employment event. All procedures are expected to meet local legal requirements.



The note below the requirement is advisory and the intent is to help the LSP/Applicant or Auditor implement/seek evidence that supports the requirement. There may be many other ways to demonstrate compliance.

- These additional questions may help when assessing your compliance: -
  - a. Do your hiring procedures include referencing information on ex-workers that are re-applying for work? Typically, this is a permanent record kept by HR confirming the person previously worked for them and the reason they left employment.
  - b. Do you have denial/termination criteria for all job applicants?
  - c. If ex workers were terminated for performance/disciplinary reasons, is this information available to the persons making the hiring decision?

## REGISTRATION OPENS FOR 2018 FSR & TSR TRAINING COURSES

TAPA EMEA has published its Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) training dates for the first six months of 2018. Members can register online for these courses in the Netherlands, Poland, the United Kingdom and Germany in the Industry Standards section of the TAPA EMEA website.



Courses, dates and locations for the second half of the year will be published in Q1 2018. Subject to demand, these will include training events in France, Italy and South Africa, according to Training Lead, Markus Prinz.

**TAPA EMEA FSR and TSR training courses scheduled in the first half of 2018 are:**

**TSR - Schiphol, Amsterdam**  
Date: 12 & 13 March 2018

**FSR - Schiphol, Amsterdam**  
Date: 14 & 15 March 2018

**FSR - Warsaw, Poland**  
Date: 9 & 10 April

**TSR - Heathrow, London**  
Date: 14 & 15 May 2018

**FSR - Heathrow, London**  
Date: 16 & 17 May 2018

**FSR - Hannover, Germany**  
Date: 12 & 13 June 2018

**TSR - Hannover, Germany**  
Date: 14 & 15 June 2018

## WANT TO KNOW MORE ABOUT TAPA'S LATEST SECURITY STANDARD?

2018 marks the launch of TAPA EMEA's new Parking Security Requirements (PSR) to support the building of a network of TAPA-certified secure parking sites, most notably across Europe.

You can read the new PSR Standard and find out how to support this new initiative by clicking on this banner on the [www.tapaemea.org](http://www.tapaemea.org) homepage.

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

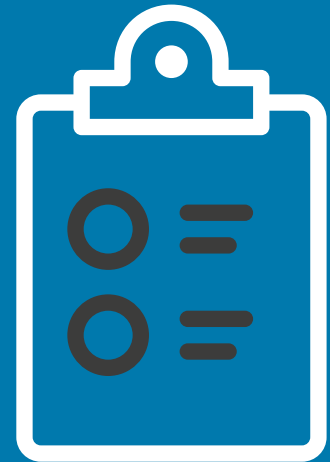
# STEP UP & STAND OUT

# 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	AO Schenker - Lomonosovsky District	RU	Leningradsky Region	A
FSR	AO Schenker - Terminal L2	RU	Lvovsky, Moscow Region	A
FSR	AO Schenker - Terminal L3	RU	Lvovsky, Moscow Region	A
FSR	DHL Express	PT	Maia	C
FSR	DHL Express (Norway) AS	NO	Oslo	B
FSR	DHL Global Forwarding (UK) Limited	GB	Hayes	A
FSR	DHL Parcel Castello Spain S.L.U.	ES	Almazora	A
FSR	DHL Parcel Tarragona Spain S.L.U.	ES	Contanti	A
FSR	DPDgroup UK Ltd	GB	London	C
FSR	Logistic Vercesi SRL	IT	Vignate	A
FSR	Schenker Deutschland AG	DE	Dresden	A
FSR	Schenker Italiana S.p.A	IT	Peschiera Borromeo	A
FSR	Schenker Schweiz AG	CH	Pfunggen	A
FSR	Technicolor	PL	Piaseczno	C
FSR	Savino del Bene	IT	Osmannoro	C
TSR	Company Name	Country	Category	
TSR	LOG-IN CZ s.r.o.	CZ	Level 1 / Category Large	
TSR	DHL Global Forwarding	ES	Level 3 / Category Small	
TSR	P & O Ferrymasters	NL	Level 3 / Category Medium	
TSR	Damco	BE	Level 3 / Category Large	
TSR	DSV Road B.V.	NL	Level 3 / Category Small	



## WELCOME TO THE TAPA FAMILY

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

Company	Country	Website
Redeem UK Ltd	GB	<a href="http://www.redeemgroup.com">www.redeemgroup.com</a>
Transmec Ro Srl	IT	<a href="http://www.transmecgroup.com">www.transmecgroup.com</a>
TPV Displays Polska SP. z o.o.	PL	<a href="http://www.tpvpolka.pl/en/">www.tpvpolka.pl/en/</a>
Adidas	DE	<a href="http://www.adidas.com">www.adidas.com</a>

## DUTCH PARLIAMENT WANTS TO BAN DRIVERS TAKING NIGHT BREAKS IN THEIR CABS TO AVOID BECOMING 'THE PARKING OF EUROPE'

The Dutch Parliament is calling on the government to prohibit night breaks for drivers in their cabs to prevent the Netherlands becoming the 'parking of Europe'.

They want to follow the examples of Belgium, France and Germany in banning drivers from taking their 45-hour rest breaks in their truck cabins, a move that has been welcomed by Transport & Logistics Netherlands (TLN). The move would create 'a level playing field' with neighbouring countries and address the issue facing areas close to borders where drivers are crossing over into the Netherlands in order to take their mandatory rest breaks in their vehicles.

TLN has also welcomed parliament's request for the government to address the lack of secure parking sites in the Netherlands. TLN, which has been campaigning on this subject for some time, says the move is evidence that politicians are working to honour the wishes of the transport sector.



Meanwhile, police have recovered more than **€273,000** of stolen products in a warehouse in Fijnaart in the Dutch province of North Brabant and arrested four Albanians and a Romanian national. Inside the facility, police found smartphones, tablets and large quantities of watches, cigarettes and other electronics equipment. Two tractor units and a trailer were also confiscated. The suspects are believed to have targeted vehicles in secured parking locations and to have used GPS jammers when making their escape.

## TAPA AND INDUSTRY events...

### JANUARY

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

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

# REGISTRATION OPEN NOW!

## SUPPORT OUR 2018 MEMBERSHIP GROWTH

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.





*Merry Christmas*

*TAPA EMEA wishes all of its members and supply chain security partners a happy, healthy and safe holiday season. Thank you for your outstanding support this year. See you in 2018!*

