

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA

LOST LOADS

Now you see me,
now you don't
... how to avoid
falling victim to a
phantom carrier



Page 3: Eye-on-Tech looks at some new supply chain security innovations

Pages 4-8: Loss prevention tips from GDV, the German Insurance Association, as the threat of 'phantom carriers' increases

Page 9: See the latest FSR and TSR certifications in the EMEA region

Pages 10-11: Standards FAQs #2 looks at certification schemes, criminal background checks and auditing

Pages 12-13: Cargo crime monitor infographic for August 2017

Pages 14-17: Latest monthly IIS data shows a 24.1% year-on-year increase and losses of nearly €5 million

Pages 18-25: Introducing the speakers and panelists addressing TAPA members in London next month

welcome

LONDON – THE CITY OF GREAT CONNECTIONS



For the 500+ delegates registered to attend next month's 20th Anniversary Global Conference in London, it promises to be a true learning experience.

Over the years, TAPA conferences have understandably focused primarily on supply chain security and, specifically, at current threats to manufacturers and logistics service providers. In London, to mark such a significant milestone for our Association, we are taking a far broader look at the world today and into the future and giving our members the chance to think about how all the changes going on around us are going to impact what we do in terms of delivering supply chain resilience.

Some new threats are greater than others, some technologies are more advanced than others

but change is coming at an ever-faster rate. When we look at supply chains as a whole, we are well aware of the risks already posed by criminals. These will increase. We cannot also under-estimate the even greater risk of not meeting our customers' future expectations.

So, I must congratulate the TAPA team that have put together the biggest event in our 20-year history which, I am sure, also represents the largest-ever international gathering of supply chain security stakeholders. The list of expert speakers and panelists is so big and so impressive that we are devoting eight pages of this month's *Vigilant* to introduce them to you. As you read their profiles and the topics they plan to present to us, I think you will agree that this is going to be far and away our most fascinating conference ever.

'Some new threats are greater than others, some technologies are more advanced than others but change is coming at an ever-faster rate. When we look at supply chains as a whole, we are well aware of the risks already posed by criminals. These will increase. We cannot also under-estimate the even greater risk of not meeting our customers' future expectations.'

Please remember that if you have any questions for our speakers and panelists, you can send them to us right now at info@tapaemea.org

I know we will all come away from London with a much broader understanding of supply chains of the future, and with a far clearer understanding of the challenges we are likely to be facing. We will also come away having made new friendships and contacts. With our record attendance, London is going to provide an outstanding opportunity to make new connections and this remains one of the greatest benefits we offer.

All around us our lives are being changed by technology, mostly for the better. It does, however, open many new avenues for criminals that wish to target us too. One of the new risks we've seen emerging in recent years is that of 'phantom carriers' which continue to succeed in stealing loads often worth hundreds of thousands and even millions of euros. We are, therefore, delighted in this issue of *Vigilant* to be able to share an excellent paper containing loss prevention tips produced by GDV, the German Insurance Association, to help companies avoid becoming a victim of fraudulent theft.

With our latest incident intelligence for August showing a 24.1% year-on-year increase in recorded thefts and losses of close to €5 million in just a 31-day period, we need no better reminder to take all the advice we can to protect our products.

There will be no shortage of such advice, intelligence and best practice when we meet in London. See you there!



Thorsten Neumann
Chairman

EYE-ON-TECH



Oncam debuts 'pioneering' online visualisation tool and 360-degree dewarping capabilities to website

Oncam, a provider of 360-degree video capture and business intelligence technology, has added two new functionalities to its website in an effort to enhance the user experience and drive interaction.

The web-based 360-degree dewarping preview and the online visualisation tool demonstrate Oncam's continued focus on innovation and individuality.

[Read more...](#)

SureView, Tyco collaborate on Single Platform Video Verification

The SG-System 5 alarm receiver supports video verification features for DSC PowerSeries Neo, Tyco Security Products' wireless intrusion platform.

[Read more...](#)

Matrix offers Bluetooth-based mobile access control

Today, mobile phones have become a lifeline for entrepreneurs. They are more or less integrated as an essential element in their day-to-day lives. Mobile phones are not only used for swift communication but often used for payment of bills, e-commerce shopping, health monitoring, GPS navigation, and so on and so forth.

[Read more...](#)

Avigilon launches new H4 IR PTZ camera line

The Avigilon H4 IR PTZ combines Avigilon patented self-learning video analytics with zoomable infrared (IR) technology to provide broad coverage and exceptional image quality in a range of lighting conditions and environments. Using its built-in self-learning video analytics, it can detect and alert users of a person or vehicle of interest. The H4 IR PTZ's powerful zoom lens and IR technology then allow users to see up to 250 metres (820 feet) in complete darkness. The camera's IR projection angle and distance automatically adjust based

on camera zoom lens movement, ensuring the scene is illuminated consistently across the field of view for high quality, detailed images.

[Read More...](#)

Want to contribute to Eye-on-Tech?

Let us know at info@tapaemea.org.

Our objective is to bring you information that really matters to the Supply Chain Security Industry. Information by the industry, for the industry. Our upcoming London Conference is a great opportunity to meet and exchange ideas for future Eye-on-Tech news and features.



Frédéric Haegeman

Please note that none of the items covered in this section are endorsed by TAPA.

FSR AND TSR 2017 TRAINING REMINDER FROM TAPA APAC

TAPA EMEA has been asked to remind members with operations in Asia Pacific of the training courses scheduled in the region in Q4 2017.

TAPA APAC wishes to highlight to members that it will not be possible to carry forward their training entitlements to 2018 and it is, therefore, advising companies that still have outstanding training entitlements this year to register for the courses scheduled over the next three months.

Companies that wish to register can do so using this link:

<http://www.tapa-apac.org/trainingregistration/>

FSR 2017 Training	
Location	Date
Indonesia, Jakarta	2-3 October 2017
Australia, Sydney	12-13 October 2017
India, Chennai	20-21 October 2017
Malaysia, Kuala Lumpur	1-2 November 2017
Singapore	27-28 November 2017
Singapore	11-12 December 2017



WHO ARE YOU BUYING FROM?

No one would consciously hand over hundreds of thousands of euros in cash or products to a complete stranger but by not carrying out sufficient checks that's virtually what some companies are doing in Europe when they award delivery contracts to transport companies.

The rise of so-called 'phantom carriers' is becoming such a concern that GDV, the German Insurance Association, has produced a paper containing loss prevention tips to highlight some of the tactics criminals are using and to help protect high-value truck consignments from fraudulent theft.

Björn Kupfer, Loss Prevention Manager Marine Insurance at GDV, has no doubt that this type of criminal activity is on the rise: "In the Spring of 2017, we organised our 2nd Round Table on 'Embezzlement of truck consignments' to look at new modus operandi, the current situation and options

for preventive action around the topic of 'phantom carriers'. Klaus-Dieter Baier (DESA John & Baier GbR), who took part in the round table, talked of 600 known claims involving phantom carriers between 2011 and 2015. The loss in these cases of fraud was between €50,000 and €2.5 million.

"The experts at the round table were all in agreement that there has been a noticeable rise in the phenomenon of phantom carriers since 2015, and particularly since the Fall of 2016. It is a big problem. In most cases, the perpetrators concentrate on high-value goods and goods that are not difficult to dispose of profitably. The loss is massive."

As a rule, he says the loss per claim value is in excess of €50,000 but there appears to be no upper limit. He cites another case in which a 21-tonne shipment of cigarettes disappeared after being entrusted to what turned out to be a phantom carrier, resulting in a loss amounting to hundreds of thousands of euros.

GDV believes criminals are increasingly focusing on the theft of truck consignments by fraudulently acquiring freight contracts. When the perpetrators take charge of the goods, everything initially appears to be a perfectly normal transport operation but the transport contract will not be fulfilled.





THE GERMAN INSURERS



Björn Kupfer, Loss Prevention Manager Marine Insurance at GDV

One issue that often only comes to light after a cargo crime has been committed is the high level of subcontracting that can go on once a company is awarded a load. Customers that award contracts are usually oblivious that the delivery of their goods may have been passed on several times from carrier to carrier – and ultimately ended up under the control of a criminal group.

by perfectly reputable companies. However, the fast-moving nature of supply chains and the constant pressure on transport operators to lower costs means this is one of the high volume business environments criminals have been known to infiltrate.

According to GDV, however, it's not only one-off contracts that are affected but also repeat contracts that have a correspondingly higher loss potential. It highlights three methods used by criminals in order to acquire contracts:

- Pretending (identity theft) to work for well-known freight carriers/haulage contractors (transport companies)
- Establishing bogus companies
- Purchasing established transport companies, gaining access to freight exchange sites, documents and references.

Such practices have been known for some time and buyers of services as well as legitimate transport operators have taken steps to avoid becoming a victim of a phantom carrier. However, GDV says offenders are increasingly able to adapt to preventive measures as they identify them.

The increasing use of technology to facilitate transportation can play neatly into criminals' hands. Initial contact with potential clients is generally made via mobile phone, email or online marketplaces such as freight exchange sites. "The criminals disguise their activities well," says Björn Kupfer.

One issue that often only comes to light after a cargo crime has been committed is the high level of subcontracting that can go on once a company is awarded a load. Customers that award contracts are usually oblivious that the delivery of their goods may have been passed on several times from carrier to carrier – and ultimately ended up under the control of a criminal group. Similarly, as discussed at TAPA conferences, offenders that 'win' a contract through whatever means have been known to then outsource it themselves to a legitimate carrier, which will innocently collect the cargo in good faith by presenting all of the correct documentation. Once the goods are onboard and the truck is in transit, the offenders simply notify the carrier they are using of a change of delivery address and, ultimately, the cargo disappears after being unloaded.

"Subcontracting, i.e. when the transport company hands over the transport contract to a different transport company, the subcontractor, carries additional risks and should be avoided if possible.

The goods do not reach their intended recipient but are instead sold elsewhere. Not surprisingly, this coincides with all contact being lost with the company that picked up the goods, which disappears without trace.

Vigilant has previously reported concerns from TAPA members about the vulnerability of truckloads awarded to companies via online freight exchanges, which are known to have been used by bogus operators to gain access to high value, theft attractive goods in transit. More than 500,000 new freight offers a day are now being processed through online channels like this and the vast majority of loads are delivered



To minimise the risk of fraudulent theft of the goods being transported, the subcontractors should be subject to the same reliability checking as the transport companies. This should be stipulated in the transportation contract. If the transport company cannot guarantee that such a check will be performed, they should not be permitted to subcontract the transport contract. If contracts are awarded using freight exchange sites, subcontracting should never be permitted," is GDV's strongly-held view on the subject.

GDV's loss prevention tips aim to help companies to deploy a number of relatively simple measures to prevent these types of transport losses.

The most obvious and simple rule is to always carry out detailed checks to confirm the integrity and reliability of any potential business partners. "This makes it possible to distinguish any black sheep from reliable transport companies. In particular if you are intending to establish new business contacts, it is crucial to subject the potential business partner to a rigorous examination," the insurance association advises.

It lists six key areas for companies to focus on::

1. Initiation of a business transaction

The wide variety of communication options available for initiating a business transaction with a transport company mean that, increasingly, phone and fax are being superseded by communication over the Internet. Details regarding a contract are often sent by email.

Modern means of communication are extremely easy to use for genuine users, but they are increasingly offering offenders a variety of ways of establishing seemingly bona fide business contacts while disguising their true identity. The opportunities for crime that result from this present a wealth of risks

for the customer. It is, therefore, essential that customers always apply the highest level of due diligence, irrespective of the communication channel used.

2. Entering into a business relationship

GDV says the criminal activities described are increasingly being used successfully by organised gangs to fraudulently obtain as many truck consignments as possible with one 'phantom carrier'. Special care must therefore be taken to check the reliability of a new partner when first entering into a business relationship. To this end, the transport company should, for instance, be required to provide the following documentary evidence in order to establish confidence:

- References relating to completed transport contracts
- Confirmation of insurance
- Licences and approvals
- Full company data, which in Germany should be based on extracts from the Commercial Register
- Also in Germany, companies can request to see a colour copy of the personal identification document or passport of the managing director as entered in the German commercial register as proof of identity

If any of the documents are not sufficiently legible or are not plausible, the customer should insist that correct documentation is presented or they should not award the contract.

Offenders will often present forged documents so great attention to detail is required when checking the genuineness of any documents presented. When checking references, it should be established whether the transport contracts were fulfilled as described in the documentation.

Furthermore, GDV advises, the confirmation of insurance should be checked and confirmed by the insurer. Company data such as the following can be checked using a credit bureau or by making inquiries with the relevant registers:

- Address
- Registered office
- Phone number
- Fax number
- Email address
- Official website
- Business licence number
- Commercial register number
- VAT identification number
- Bank details

All these items can be compared for plausibility. The VAT identification number can also be used to check the registered office using the VAT information exchange system of the European Union.

Depending on where the transport company is headquartered, other country-specific information can be used for checking purposes:

- Transport licence database (validity, operator, vehicles, traffic manager, contact person, number of licences)
- Lists of hauliers
- Offices of the green card agencies (licence plate queries).

The German Commercial Register also allows checks to ascertain how long the transport company has been trading and whether there has been a recent change of ownership. Information with regard to the solvency of the transport company is also important. Such information can be provided by credit bureaus, GDV adds.

'Carrying out thorough checks 'makes it possible to distinguish any black sheep from reliable transport companies. In particular if you are intending to establish new business contacts, it is crucial to subject the potential business partner to a rigorous examination.'

3. Ongoing business relationship

From time to time, offenders will feign an employment relationship with a transport company that is known in the industry. It is therefore important to be able to identify the communication partner absolutely reliably, even with ongoing business relationships. In this context, GDV says it is helpful, for instance, to agree on specific communication channels and to assign particular members of staff responsibility for processing contracts with the transport company.

The confirmation of insurance provided by the transport company should also be checked regularly and confirmed by the insurer. Furthermore, the solvency of the transport company should be checked on a regular basis by monitoring their payment history.

If enquiries reveal a recent change of ownership, references should be requested on the new owner or managing director.

4. Awarding of a contract

GDV's loss prevention advice clearly states that a transport contract should only be awarded after the reliability of the transport company has been checked by the customer. If any discrepancies arise, an explanation must be requested from the transport company. If no plausible explanation is forthcoming, a different transport company should be selected.

If the contract is awarded using a freight exchange site, the safety measures recommended by the site should be used and implemented. If inadequate safety measures are recommended, the freight exchange site in question should be avoided.

GDV advises specific timeframes and an order number should be agreed for collecting and delivering the consignment. Furthermore, the transport company should provide the customer with the following data (advance shipping notice) in good time prior to collecting the consignment:

- Full name of the driver, nationality, colour copy of the driver's personal identification documents
- Colour copy of the driver's driving licence
- Official contact data (e.g. mobile phone number) for the driver, vehicle licence number, state of registration and type designations of the means of transport
- Colour copy of the vehicle documents (vehicle identification number)

Any national statutory requirements with respect to data protection must be observed when personal data is collected.

Furthermore, the customer should draw up a consignment note compliant with § 408 of the German Commercial Code (HGB) or Article 6 of the Convention on the Contract for the International Carriage of Goods by Road (CMR).

5. Collection of the consignment

From the perspective of the sending party

In order to prevent the wrong goods from being loaded, the driver should be asked to provide the agreed contract number before the goods are handed over. The identity of the driver should then be reliably determined on the basis of his official identity card and compared with the data received in the advance shipping notice. It is recommended that a document inspection device is used for inspecting the documents.





The means of transport must be checked in the same manner. The vehicle type and the vehicle registration number must be checked to ensure that they match the details given in the advance shipping notice. If any discrepancies arise, an explanation must be requested from the transport company.

If possible, a photograph or video should be taken of the driver and vehicle. This should be of a sufficiently high resolution and should be archived. Once again, any national statutory requirements with respect to data protection must be observed when personal data is collected.

Once the consignment has been handed over, the recipient should be informed of the expected delivery date. If the journey is unbroken or direct, the details of the driver and vehicle should also be passed on to the recipient.

From the perspective of the driver

Any irregularities identified during inspection at transshipment points, such as damage or a discrepancy between the actual number of pieces of cargo and that declared in the consignment note, should be noted by the driver in the consignment note and countersigned by the sender. The recipient should also be informed that such irregularities have been noted.

6. Delivery of the goods

From the perspective of the client

The customer should check that the agreed delivery dates are met. If the driver cannot meet the delivery date, the transport company should be asked to provide an explanation. If no plausible explanation is given, the police should be contacted immediately.

From the perspective of the driver

If the place of delivery is changed by the purported recipient, the driver or the transport company should request instructions from the customer confirming the place of delivery. If it is uncertain whether the purported recipient is bona fide, the driver should proceed to the original delivery location and, if necessary, contact the police. Before handing over the goods to the recipient, the driver should reliably check the identity of the recipient by means of their official identity card. If there is any uncertainty with respect to the place of delivery or the identity of the recipients, the consignment should not be unloaded and the customer should be contacted for further instructions.

From the perspective of the recipient

In order to be able to trace any irregularities during transportation, the identity of the driver should be reliably determined on the basis of his official identity card and compared with the data received in the advance shipping notice.

If any discrepancies arise, an explanation should be requested from the transport company. If no plausible explanation is forthcoming, the quantity and condition of the packages should be checked particularly stringently during the interface check. In addition, the load units should be separated in

order to check the packages. If any packages are missing or do not have the correct contents, the police should be notified.

The recipient should inform the customer that transportation has been completed correctly or alert them of any irregularities.

Dealing with a loss

One of the biggest challenges for insurers and law enforcement agencies is to do with incident reporting. GDV insists that every case of fraudulent theft of a cargo consignment should always be reported to the authorities.

Björn Kupfer states: "Our information indicates that cases are not reported or pursued for fear of a loss of reputation. But this is necessary in order that the police and the public prosecutor can take action. It is quite possible that there have already been similar cases in a particular region, and these can be given higher priority by the police in their investigations. Furthermore, insurers also engage investigators tasked with recovering the goods. In this context, collaboration with the police will increase the chances of success."

"Cases of phantom carriers, in particular, are not simply random or isolated acts committed as the occasion arises. Perpetrators and gangs of perpetrators are well organised and work professionally. In many cases, there are well organised structures ranging from obtaining information from insiders right up to planning the onward sale of the goods in the case of contract theft. After all, disposing of a complete truck consignment means that even the perpetrators have to have effective logistics, from storage through to transportation."

To download a full copy of GDV's paper 'Fraudulent theft of truck consignments (phantom carriers) – loss prevention tips' [click here](#)



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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	Bolloré Logistics	ZA	Johannesburg	C
FSR	CHI Deutschland Cargo Handling Gmbh and Cargo Work GmbH	DE	Frankfurt	A
FSR	Damco	TR	Istanbul	C
FSR	DHL Freight Germany	DE	Wustermark	C
FSR	DHL Global Forwarding Italy	IT	Bologna	C
FSR	DHL Global Forwarding Italy SpA	IT	Casandrino	C
FSR	DHL Worldwide Express Ethiopia PLC	ET	Addis Ababa	A
FSR	H. Essers Investitii SRL	RO	Giurgiu District	C
FSR	Herbert Voigt GmbH & Co.KG / DHL Freight Germany	DE	Neumünster	C
FSR	Savino Del Bene S.p.A	IT	Montecosaro Scalo	C
TSR	Company Name	Country	Category	
TSR	Aircargo Transport GmbH	DE	Level 1 / Category Medium	
TSR	Clipper Logistics Plc	GB	Level 1 / Category Small	
TSR	Frigo-Trans Schweiz GmbH	CH	Level 1 / Category Small	



WELCOME TO THE TAPA FAMILY

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

Company	Country	Website
Kawczyński Logistics	PL	www.kawczynski.com.pl

STANDARDS FAQs #2



FSR2017

FACILITY SECURITY REQUIREMENTS

TAPA
Transported Asset Protection Association

TSR2017

TRUCKING SECURITY REQUIREMENTS

TAPA
Transported Asset Protection Association

TAPA
Transported Asset Protection Association

**PARKING SECURITY REQUIREMENTS
(PSR) 2017 - EMEA Region**

PSR 2017 © All Rights Reserved Page 1 of 35



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.

In last month's issue we covered some of the questions TAPA receives on the use of vehicles seals. I hope you found them useful. This time around, we have decided to mix it up a bit by providing you with some questions and answers on our certification schemes, criminal background checks and auditing. These are some of the most common questions we receive on these topics.

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 are interested in getting TAPA certified. Can you give us information and contact details on the TAPA certification process?

Answer: TAPA has three certification programmes:

- Facility Security Requirements (FSR) for warehousing operations
- Trucking Security Requirements (TSR) for road transport vehicle operations

- Parking Security Requirements (PSR EMEA Only) for road transport parking areas

Each Standard has three levels of security. The selection of the appropriate Standard and security level is based on the needs of the company and/or their clients. The two highest levels of FSR A and B, TSR 1 and 2 and PSR 1 and 2 require assessments and certification by one of the TAPA-approved Independent Audit Bodies (IAB). The lowest level FSR C, TSR 3 and PSR 3 can be obtained using an IAB or via self-certification by a company's own employee if they attend a TAPA training and pass the relevant exam.

If you require the services of an approved IAB these can be found [here](#). These certification bodies are approved by TAPA but certification costs are negotiated directly by you and your preferred IAB. If you need more information about TAPA Standards in general please contact info@tapaemea.org

You can also download TAPA's Security Standards from the 'Industry Standards' section of the TAPA EMEA website.

Question 2

Country laws often restrict the use of criminal background vetting. As this is a requirement in the TAPA Standards, how should LSP's and Applicants seeking to be certified deal with this?

Answer: Many countries have stringent laws/regulations in place preventing employers carrying out criminal background checks. TAPA recognises this by including in the FSR section header 7.1 and TSR section header E "as allowed by local law". It is also worth noting that many countries do allow or require criminal background checks. For example, air cargo security is heavily regulated and it is common in most countries for personnel with access to international cargo shipments to be vetted before they are given access to sensitive areas.

Continues on next page

STANDARDS SUPPORT

Continued from page 10

TAPA Standards include the same requirements on vetting in the FSR and TSR, but we will reference the FSR to keep the explanation shorter. Hopefully below will explain how to obtain conformance to the Standards:

- TAPA Standards require a criminal history check of personnel where legally permissible.
- Requirement 7.1.1 requires the existence of a “screening process” and if criminal history checks are not allowed then permissible checks on previous employment history are still expected to be documented and completed.
- Where criminal history cannot be used, the inclusion of alternative permitted checks that may include credit checks, gaps in employment, personal references etc. are often added to an organisation’s in-house screening processes. If these steps are followed then a waiver is not going to be needed.
- We do not want to see waiver requests to mitigate compliance with local laws. A waiver should only be considered if a screening process was not present for other reasons than legal compliance.
- Where the screening process exists but criminal checks are not legally permitted it is sufficient to record in the audit that “criminal checks are not permitted” and reference the applicable law for that country.
- The auditor should look for and document all measures that are taken to screen employees and validate such measures are being followed.
- Based on the above guidance the expected response in the TAPA Certification audit is “YES” with a description of the measures used. However, if a “NO” + waiver request or “Not Applicable” response is still considered appropriate, please refer to the appropriate TAPA Standards for additional information.



Question 3.

What are the requirements for the LSP/Applicant person who is conducting the interim self audits between certification audits? Must this person be an Authorised Auditor (TAPA trained/approved)?

Answer: TAPA Standards do not require that the person completing and submitting the annual self audits (years 1 and 2) is trained by TAPA or is a qualified TAPA Authorised Auditor. However, there may be regional differences. TAPA EMEA and TAPA Americas will currently accept annual self audits that are submitted by non-TAPA trained personnel. TAPA APAC

requires a TAPA trained and authorised person to submit these audits. TAPA hope to standardise this based on one of these methods as part of the next Standards update cycle. Note that the above should not be confused with the Self Certification Process, where all initial certification audits must be conducted and submitted by a TAPA trained Auditor.

References:

FSR 2017 Question 2

Section		A	B	C
7	Workforce Integrity			
7.1	Screening/Vetting/Background Checks (as allowed by local law)			
Procedures				
7.1.1	The LSP/Applicant must have a screening / vetting process that includes at a minimum, past employment and criminal history checks. Screening / vetting applies to all applicants, including employees and contractors. The LSP/Applicant will also require an equivalent process be applied at contracting companies supplying TAS workers.	✓	✓	✓

FSR 2017 Question 3

Compliance Monitoring

Self-Audits

The LSP/Applicant will ensure they have an internal process in place in order to monitor compliance, in years two and three, in between formal audits conducted by an AA.

The interim Self-Audits must reflect the FSR requirements.

- For TAPA FSR certifications issued by an IAB: The interim Self-Audit must be documented on the TAPA Audit Form and submitted to the IAB within 30 days of the anniversary date of the original certification.
- For Self-Certifications: The interim Self-Audit must be documented on the TAPA Audit Form and submitted to TAPA within 30 days of the anniversary date of the original Self-Certification.

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY



August 2017

Austria	2 (1.4%)
Belgium	2 (1.4%)
Germany	23 (15.9%)
Denmark	1 (0.7%)
France	2 (1.4%)
Italy	1 (0.7%)
Netherlands	1 (0.7%)
Norway	2 (1.4%)
Sweden	14 (9.7%)
United Kingdom	92 (63.9%)
South Africa	4 (2.8%)

Number of incidents in month



€4,909,774

Total loss for the 108 or 75% of crimes stating a value

+24.1%

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



144

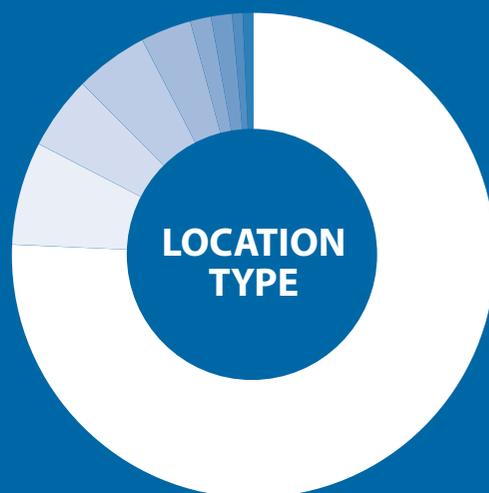
Number of new cargo crimes recorded by TAPA's IIS last month

€338,396

Biggest single loss - Theft from Vehicle incident in an unsecured parking location in Bedford, UK, on 30 August and the loss of Clothing & Footwear products

Number of countries reporting incidents

11



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



€45,460

AVERAGE LOSS VALUE LAST MONTH

75.7%

Or 109 of incidents recorded took place in Unsecured Parking locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	118 (82.0%)
Unknown	14 (9.7%)
Violent & Threat with Violence	5 (3.4%)
Theft from Moving Vehicle	2 (1.4%)
Deception Other	2 (1.4%)
Deceptive Stop	1 (0.7%)
Forced Stop	1 (0.7%)
Internal	1 (0.7%)

ANOTHER YEAR-ON-YEAR RISE AS CARGO THEFTS IN AUGUST CLIMB 24.1% TO 144 AND LOSSES WITH A VALUE REACH NEARLY €5 MILLION

Even without the monthly incident numbers from Dutch law enforcement, which were not available as *Vigilant* went to press, the 144 new cargo losses recorded in August still represented a 24.1% rise over the same month last summer and produced a loss value of close to €5 million.

TAPA EMEA's Incident Information Service (IIS) was notified of new supply chain crimes in 11 countries last month. The total combined loss for the 108 or 75% of these thefts reporting a value was **€4,909,774**, which produced an average loss for August of **€45,460**.

Figures for last month included 13 major incidents with loss values of **€100,000** or more. Six of these crimes occurred in the United Kingdom, while Germany, Norway and Sweden all reported two major losses.

The other loss in this value range took place in Austria. August's major losses were:

€338,396

The biggest cargo theft last month occurred on 30 August and involved a Theft from Vehicle crime and the loss of Clothing & Footwear.

The incident took place while the parked and attended truck was stopped in an unsecured layby near the M1 motorway in Brogborough, Bedfordshire, UK. Thieves were able to access the cargo by cutting open the tarpaulin side of the vehicle.

€330,510

Clothing & Footwear was also stolen in the second highest value crime reported to TAPA's IIS database. This involved another curtain-cutting crime at an unsecured parking location in the UK, this time on 19 August in Barnsley, South Yorkshire.



€282,616

The growing list of high value freight thefts when trucks stop in unsecured parking places at UK motorway service areas now includes this incident at Toddington MSA on the M1 in Bedfordshire, which resulted in a loss of Computers/Laptops after offenders cut open the tarpaulin side of a parked and attended vehicle on 4 August.

€190,000

This Theft of Trailer crime in Neustadt in Hesse, Germany, on 13 August saw the offenders escape with a trailer valued at **€120,000** and 20 tonnes of chocolate worth **€70,000**. The thieves used their own tractor unit to steal the





The United Kingdom remained the country with the highest recorded number of cargo theft incidents in August 2017 with 92 or 63.9% of the monthly total.

trailer and destroyed its GPS tracking system before making their escape. Police believe this incident may be connected to another incident in Weimar where a semi-trailer was stolen.

€160,000

Seven criminals are said to have accessed a facility through a locked door at a Services 3rd Party Facility in Berlin, Germany, in order to steal a cargo of cigarettes on 6 August. The M.O. was recorded as Internal.



€135,000

Thieves broke into a trailer and stole Phones after the driver stopped for a rest break in Linz, Austria, on 19 August.



€134,974

A violent Theft of Vehicle on 22 August in which offenders targeted a truck and its shipment of Metal after it stopped in an unsecured layby in Wednesbury, Wolverhampton, UK. The thieves approached the vehicle and told the driver he would need to move his truck to another location. When he got out of his cab to speak to them, the driver was assaulted before the criminals drove off with the truck and its load of steel.



€129,072

Norway isn't often the scene of high value recorded cargo crimes but TAPA's IIS was notified of two incidents in August. The

highest value loss involved a Theft from Vehicle of 33 pallets or 17,862 kilos of fresh salmon from an Aviation Transportation Facility in Oslo on 21 August.



€110,689

Wine was the target in this crime on 8 August after thieves entered a secured yard in a tractor unit and stole a semi-trailer and shipping container in Immingham, Lincolnshire, UK.



€108,742

This was the second major cargo loss in Wednesbury in the UK inside the space of six days in August. Criminals targeted a truck leaving a depot with a load of Metal on 16 August. They pulled their car alongside the truck and told the driver the back doors of his vehicle were open. The driver stopped and left the engine running while he went to investigate, enabling the thieves to climb into the cab and drive away with the truck and its cargo. A GPS jammer was said to have been used to block the stolen vehicle's tracking signal.



€105,529

Five pallets of leather jackets were stolen on 25 August after thieves slashed open the curtain side of a truck in Malmo, Sweden.



€104,878

4,000 kilos of chocolate on eight pallets were stolen after thieves broke into a truck during the night of 17 August. This incident also took place in Skåne County, Sweden, in the town of Astorp.



€100,000

This second major crime in Oslo involved a Theft from Train crime on 6 August. Offenders reportedly climbed over the fence into a Railway Operation Facility and broke into several containers before stealing Computers/Laptops. Guards who interrupted the crime and alerted the police said the criminals had several cars to carry their haul. Four people were later arrested.



OTHER HIGH VALUE LOSSES OF BETWEEN €50,000 & €100,000



TAPA's Incident Information Service (IIS) also recorded a further 15 freight crimes in August with a loss value ranging from €50,000 to €100,000, producing a total loss in this value category of €1,076,847. 12 of these crimes were reported in the United Kingdom, two occurred in Germany and there was a single incident in South Africa.

The 10 highest value thefts in this category were:

- **€98,531** – A Theft from Vehicle and the loss of Tyres from a truck at South Mimms motorway services in the UK on 2 August
- **€95,996** – Another Theft from Vehicle in the UK saw thieves steal a cargo of motorcycle engines in Daventry, Northamptonshire, on 7 August
- **€84,819** – On 11 August, washing machines were stolen from a vehicle in Welford, Northamptonshire
- **€80,495** – Tyres were also stolen from a truck in Rugby, Northamptonshire, on 31 August
- **€73,088** – Offenders in Winthorpe, Nottinghamshire, UK, took perfumes from a vehicle on 6 August
- **€70,537** – Yet another Theft from Vehicle in the UK. In this crime on 10 August, fashion clothing was stolen in Dewsbury, West Yorkshire
- **€70,000** – A Theft of Trailer and its cargo of fruit juice on 12 August in Wittenburg, Saxony-Anhalt, Germany

- **€69,107** – A third incident involving the theft of tyres took place in Rugby, Warwickshire, UK, on 24 August
- **€66,333** – Thieves drove a tractor unit through a fence of a secured transport yard in Burton-on-Trent in Staffordshire, UK, on 9 August to steal a trailer and its load of aluminium
- **€64,557** – A Theft of Trailer with no load from an industrial estate in Dumfries & Galloway, Scotland, on 24 August

Nine of the top 10 incidents listed took place when trucks stopped in unsecured parking locations.

Food & Drink was the only IIS product category to record more than 10 losses in August with 13 crimes or 9% of the monthly total. Overall, losses were reported in 15 separate categories.

Products reported stolen from supply chains in EMEA in August 2017 included:

- Photocopiers
- Handbags
- Denim
- Brake discs
- Car bumpers
- Electrical goods
- Chain saws
- Building blocks
- Prescription drugs
- Frozen pizza
- Travel bags and suitcases
- Training shoes
- Household products
- Strawberries
- Vacuum cleaners
- Bicycles
- Razors
- Chewing gum
- Cable
- Sugar
- Fire detectors
- Microwaves
- Cigarettes
- Toys
- Tools



Three countries accounted for 129 or 89.5% of August's incidents:

- United Kingdom – 92 incidents or 63.9% of the monthly total
- Germany – 23 or 15.9%
- Sweden – 14 or 9.7%

Cargo crimes in the UK continue to follow a similar pattern, with the East Midlands the main area of criminal activity and a high rate of curtain-cutting crimes involving trucks that stopped in unsecured parking locations. Of the crimes quoting a loss value in August, 73.3% of the loss total - **€3,602,880** – involved cargo thefts in the UK.

Losses at UK motorway service areas remain a major threat to manufacturers and logistics service providers. Last month, TAPA's IIS recorded 17 losses at 10 MSAs across the UK.

14 of the 23 incidents in Germany provided a value and these crimes produced a total loss of €623,260, including the two major thefts highlighted earlier. 52.1% or 12 of the incidents recorded in Germany involved Theft from Vehicle crimes. Cargo losses were recorded in nine states of Germany. The top three were:

- North Rhine-Westphalia – 6 incidents
- Bavaria – 5
- Hesse – 4

Five of the 23 crimes involved thefts of trucks and/or trailers with no load. The TAPA IIS product category recording the highest number of losses in Germany in August was Tools/Building Materials.

In Sweden, eight of the 14 recorded freight thefts last month took place in Skåne County. The 14 crimes saw thieves targeting a broad range of products; Phones, Clothing & Footwear, Furniture/Household Appliances, Toys/Games, Food & Drink, Cosmetics & Hygiene, and Computers/Laptops.

Theft from Vehicle and Unsecured Parking dominate the types and locations of crimes

The most common type of incident recorded in August was once again Theft from Vehicle, which accounted for 114 or 79.1% of the total for the month. Theft of Trailer – with 10 crimes, 6.9% of the total – was the only other incident to record double-digit losses.

Unsecured parking locations remained the place where the majority of cargo crimes occur in the EMEA region. They were stated in 109 or 75.7% of incidents reported to TAPA EMEA in this reporting period.

Other intelligence worth noting last month included:

- Two cases of Theft from Moving Vehicle in Västergötland, Sweden, and in Eastern Cape, South Africa. In the latter crime on 31 August, the thieves were reportedly seen clinging onto a trailer while they cut the truck's tarpaulin to access its cargo of sugar
- The incident already mentioned in Welford in the UK on 11 August is said to have involved the offenders using a noxious substance to incapacitate a driver who was asleep in his cab



- South Africa was also the location of two cases involving Deception, both in Gauteng province. In both incidents the offenders posed as traffic police officers

TAPA EMEA members can review all the latest incident intelligence for August 2017 in the IIS database in the password-protected section of the Association's website.

PRODUCT CATEGORY	No	%
Unspecified	51	35.4%
Miscellaneous	13	9.0%
Food & Drink	13	9.0%
No Load (Theft of truck and/or trailer)	9	6.3%
Furniture/Household Appliances	9	6.3%
Clothing & Footwear	9	6.3%
Computers/Laptops	7	4.9%
Tyres	6	4.1%
Tools/Building Materials	5	3.4%
Cosmetics & Hygiene	5	3.4%
Metal	4	2.8%
Car Parts	4	2.8%
Toys/Games	2	1.4%
Tobacco	2	1.4%
Cash	2	1.4%
Bicycles	1	0.7%
Pharmaceuticals	1	0.7%
Phones	1	0.7%

WHO'S ON THE AGENDA IN LONDON?

Delegates attending TAPA EMEA's 20th Anniversary Conference in London can look forward to hearing a unique insight into future supply chains and the world of supply chain security, presented by a unique group of expert speakers and panelists.

Joining us in London will be ...

MINISTERIAL ADDRESS

The Right Honourable Brandon Lewis MP



Brandon Lewis was appointed Minister of State for Immigration in June 2017. As the elected Conservative MP for Great Yarmouth, his Parliamentary career has also included the posts of Under Secretary of State at the Department for Communities and Local Government from September 2012 to July 2014 and Minister of State for Housing and Planning at the Department for Communities and Local Government from July 2014 until July 2016.

As Minister of State for Immigration, his responsibilities include border security, immigration and border policy, assisting the Secretary of State with all policy on exiting the European Union, and international policy, including EU Justice and Home Affairs.

Dr James Bellini

James describes himself as 'an historian of the future' with a close interest in key trends and strategic challenges facing current and future business into the 2020s and beyond. He is a regular choice as a speaker at high level conferences around the world and has published a number of books and special reports on the world of tomorrow.

James has a Masters in law and history from Cambridge and a PhD from the London School of Economics. He was the first British staff member of the U.S. futurology 'think tank' the Hudson Institute. He has also worked with the Henley Centre for Forecasting, the Economist Intelligence Unit and the Global Future Forum.

His career also spans more than 25 years as an award-winning TV broadcaster. He presented The Money Programme for BBC TV for three years before moving to Newsnight and Panorama and then to various independent networks. He was Editor and studio presenter at Financial Times Television and Sky News for seven years, heading up their financial and business coverage.





Eb Mukhtar, Director EU Transportation and Logistics Services, Amazon Europe



Eb's teams manage the day-to-day operation of the transportation function, design and develop the network, drive operational and technological improvements, and procure and manage Amazon's transportation contracts. They also deliver the Reverse Logistics (Returns) operation. He is a member of the Operations Leadership Team for Europe and is based out of Amazon's Luxembourg headquarters.

Eb joined Amazon in December 2014 as Director Customer Returns EU, and added responsibility for the Inventory Control and Quality Assurance teams in January 2015. Prior to this he spent 8 years at Tesco, initially working in Supply Chain Development, where he was responsible for the development and delivery of advanced analytical sales forecasting systems. He then led the supply chain team for the 2,000 Tesco Express convenience stores in the UK, initiated the development of a new Supply Chain blueprint for the Central European business, and spent 2.5 years as the Loss Prevention Director.

Scott Allison, President – Life Sciences & Healthcare Sector, DHL Customer Solutions & Innovation



Scott's presentation in London is entitled: *Tomorrow is Today – The Age of the Digital Supply Chain is Here*

Over the past decade, globalisation has been a key driver for global economic growth and prosperity. For shipping and trade, one of the oldest industries still in production today, the age of the digital supply chain has arrived in full force. This session will address key findings from DHL's process of innovation, unpacking how they assess new trends and technologies coming to market, methods their innovation centre utilise when building proof of concepts in collaboration with partners, and how, together with customers, they pilot those concepts before finally putting them into a production environment.

Scott is a supply chain professional with almost 30 years of experience and has been with the DPDHL GROUP since 1992. He is deeply passionate about supply chain resilience and was the sponsor of the development of the DHL Resilience 360 platform, a cloud-based application which helps companies organise their supply chains from a resiliency perspective.

Gilad Solnik, Security & Loss Prevention Director for Amazon fulfillment and logistics operations in EMEA and India



Gilad is an experienced security management professional with a strong focus on sustainable, risk-based, cost effective and pragmatic security solutions. He has more than 35 years of international security experience, holding operational, command and management positions in the military, government and private sectors.

Gilad has previously held senior security management roles with global organisations such as DHL and ST-Ericsson. In his role at Amazon he is responsible for focusing on mitigating relevant risks and making security a business enabler while adding value and contributing to achieving the organisation's business targets. His is a former member of the TAPA EMEA BoD and during this time took the Lead responsibility for the Association's Incident Information Service (IIS), regulatory affairs and training in the region. He is also the former development director of the International Foundation for Protection Officers (IFPO) in Europe.



Pat Flynn-Cherenzia, Senior Director, Global Logistics and Fulfillment, Microsoft

Based in Redmond, WA, USA, Pat has held her current role for over five years having joined Microsoft following senior managerial posts with Starbucks, HP, FedEx and U.S. Customs, focused on international trade, physical movement of goods, and associated considerations, such as tax, trade and security.

Her presentation *'SC Disruptions: What you don't know WILL hurt you!'* recognises that in today's dynamic environment it is no longer acceptable to believe that all cargo will move seamlessly. Between mergers and acquisitions, weather, economic or geopolitical threats, it is critical to know where your freight is at any given time and how to quickly react when a threat is predicted, leveraging tools built on machine learning or artificial intelligence (AI).





Ronald Kleijwegt, Director Strategic Development, Jusda Supply Chain Management

A co-founder of TAPA, Ronald is able to talk with authority on physical crime areas, the changes in transportation routes, markets and modes of transport as well as the impact of cybercrime. He will emphasise why the need for ongoing industry, government and law enforcement collaboration is as critical today as it was 20 years ago when the Association was founded.

He took up his current post with Jusda in the Netherlands in June 2017 having previously served as HP Inc.'s Director Global Logistics Optimization & Program Management and as HP's Regional Director EMEA Logistics. Earlier in his career he served as Executive Director Global Logistics Strategy at Honhai/Foxconn.



David Ellero, Head of Unit, EUROPOL

David will outline Europol's role in the fight against Serious and Organised Crime, covering Europol's main mandate and tasks, and how the agency supports member states' investigations into Serious and Organised Crime. Through a series of concrete examples, he will highlight the challenges faced day by day by EU investigators due to the fragmentation of legislation, languages and juridical cultures, and the remedial actions put in place by the European Union by establishing the European Agency for Law Enforcement Cooperation.

Based in The Hague, David joined the Italian Carabinieri Corps in 1996 as a Second Lieutenant and after two years in the riot police and one in NATO, went into the investigation field in the town of Avellino and in the Province of Naples where he was in charge of Organised Crime and Homicides. He joined Europol in 2007 as a Project Manager responsible for Human Trafficking and, from 2012 to 2017, he led Europol's response to Mafia-type Organised Crime. Since February 2017, he has been head of the Economic and Property Crimes Unit.



Prof. dr. Pieter Jonker is full professor in Cognitive Robotics at the Delft University of Technology and CEO of RoboRobotsCompany, based in The Hague in the Netherlands.

In London, he will discuss the technologies used in Autonomous Vehicles. Summarising his presentation, he says:

"Autonomous Vehicles can be categorised as autonomous robots; systems that can move from their original pose to perform a certain task in the world while observing that world. For those systems a number of issues are important. They have to know where exactly they are in the world and which path to follow to end up at their

destination. Then they have to do this without colliding with objects and subjects in their environment; so they have to build up a map. Then they have to observe what subject/ moving systems in their environment are doing; their trajectories and their intentions, and finally they have to weigh up how this influences their own task and what decisions they have to make to counter this."

Dr. Jonker has coordinated many multi-disciplinary national and EU projects in the area of robotics and real-time/parallel computers for robot vision. He is scientific project leader of the WEpods project, a 'last mile' autonomous people mover driving at the campus of the Wageningen University. His robotics research is bio-inspired, in particular on the human visual system and how to apply this in the field of robot vision. As co-founder and co-CEO of the holding company RobotRobotsCompany, he is working on robotic solutions for elderly care, surveillance robots and autonomous cars.



PANEL DISCUSSION – TALKING TECHNOLOGY



Azhar Hussain, CEO, Hanhaa

London-based Azhar has 17 years of entrepreneurial experience in the consumer electronics industry. He founded Hanhaa, an Internet of Things services and Machine-to-Machine applications company in 2014. Its first product to market is its live Parcel tracking service, ParcelLive, which uses the IoT to connect the logistics industry 'on a scale not seen before'. The future for Hanhaa is a world of connected devices creating the next generation of the internet.

Azhar will speak about 'A future of connected supply chains' in which systems, trucks and parcels talk to each other in order to provide a global overview of networks. Using the Internet of Things and artificial intelligence, logistics can become 'smart' with parcels beginning to talk to each other ahead of potential delays or re-directs. "Now we can understand exactly when parcels will, and won't, arrive based upon collection of historical data and route anomalies. Aside from location we can begin to completely understand our networks through a whole host of data such as temperature, humidity and security of shipments," he says.



Edwin Lustig, CEO, Robot Security Systems

Based in The Hague, Edwin previously spent four years as Managing Director of Volker SafeGuard, a dispatch and alarm centre specialising in outdoor video solutions. Earlier, he also served with national and international companies such as Securitas and Iss as a business developer and in general management. His topic at TAPA's 20th Anniversary conference will be *Robots in Security*.

The panel will also be joined by Robert Nowak, Economic Affairs Officer, Transport Division of the United Nations Economic Commission for Europe (UNECE).



Frédéric Haegeman, EMEA Sales Director, Honeywell Integrated Security

Frédéric joined Honeywell in 2008 having worked earlier for Tyco Fire & Security and VASCO Data Security, and is based in Mougins, France.

He will discuss the benefits of implementing eGuarding in the logistics supply chain and the need for solutions that provide total threat prevention and remote monitoring for premises and vehicles. eGuarding solutions, he says, offer reliable perimeter detection, presence awareness detection, immediate remote visual verification, and remote prevention capabilities. Mobile remote monitoring capabilities also protect drivers, trigger a response for emergency services, and provide remote visual verification of threats from precise geo-locations.



Joerg Schib, Global Account Manager Logistics, Johnson Controls

In terms of the way in which new technologies will impact supply chains, drones look almost certain to be first to market but they come with no end of questions and concerns in terms of safety and security. Joerg will look at both sides of the argument in his presentation '*Security 3.0 – Drones: curse or blessing?*'

Starting his career as Export Manager for a German manufacturer, Joerg's more than 20 years in logistics includes various positions in the UK, Benelux countries and Germany. He joined Tyco and JCI in 2010 as a Global Account Manager responsible for the logistics vertical.

1997-2017





TAPA from the beginning...

In London, TAPA celebrates its 20th anniversary but how did it all begin? Gary Alton, Director, Global Security, Applied Materials and Julian Hansen, former Director of Security EMEA at Intel Corporation at the time of the Association's launch in the region, look at TAPA's 'birth' in the Americas and its transition across global supply chains, marking its key achievements along the way.



Julian was Intel's Director of Security EMEA from 1997-2006 and during this time he was one of the founders of TAPA EMEA and the Association's

Chairman in the region. Today, Julian is an Honorary Member of TAPA EMEA.



Gary recalls: "The genesis for TAPA came out of a need to address the losses that were occurring for high-tech companies in their traffic lanes.

In 1997, traffic losses in the high-tech industry were substantial, growing at a fast rate, and there was no organisation addressing it. Thus, out of need, TAPA was formed. The original meeting was a group of 35 security professionals representing 25 high-tech companies that met in July of 1997 in Phoenix, AZ."



Nik Gowing

Nik was a main news presenter for the BBC's international 24-hour news channel BBC World News between 1996 and 2014.

For 18 years previously he worked at ITN where he was bureau chief in Rome and Warsaw, and Diplomatic Editor for Channel Four News (1988-1996). Nik has extensive reporting experience over three decades in diplomacy, defence and international security. He also has a much sought-after analytical expertise on the failures to manage information in the new transparent environments of conflicts, crises, emergencies and times of tension. His peer-reviewed study at Oxford University is 'Skyful of Lies and Black Swans'. It predicts and identifies the new vulnerability, fragility and brittleness of institutional power in the new all-pervasive public information space.

In 2016, Nik produced a new interim report for the Churchill 2015 21st Century Statesmanship Global Leaders Programme called 'Thinking the Unthinkable'. A New Imperative for Leadership in the Digital Age, the report is a rolling, ongoing, dynamic investigation into why leaders have appeared more unable or unwilling than ever to anticipate the biggest issues of recent time.

Superintendent David Roney is Deputy National Coordinator for Protect and Prepare at National Counter Terrorism Policing Headquarters, part of the National Police Chiefs Council

David has responsibility for the National Counter Terrorism and Security Office (NaCTSO) which provides security guidance for critical national infrastructure, crowded places, hazardous sites and substances, personal security and projects Griffin and Argus. He is also responsible, nationally, for police readiness, response and recovery and messaging in respect of terrorist related security matters, National Barrier Asset, CT assurance testing and exercising, high risk threat and military liaison, and CT armed policing interoperability.

David has had a broad policing career having served in the City of London Police where he was commended by the Commissioner for leadership as ground commander at the Aldgate bomb on 7th July 2005. After transferring to the British Transport Police (BTP) in 2006 he led BTP's Olympic Planning and after the Games was in charge of British Transport Police's Counter Terrorism Support Unit, where he established BTP's Firearms Training Unit and introduced Project Servator to BTP.

He has led the NCPP policing response to recent attacks both at home and abroad.



**COUNTER
TERRORISM
POLICING**
.....
HEADQUARTERS

THE GREAT DEBATE



Day 2 of the London conference will provide an opportunity to raise issues connected with the use of new technologies, future supply chain strategies, and changing regulatory and law enforcement environments. Panelists in this special session will include:



Renato Schipani, Criminal Intelligence Officer, INTERPOL

Renato joined the Italian State Police in 1993, spending his first three years as an immigration officer at Rome's Fiumicino Airport. Between 1996 and 2008 he worked as a specialist officer in the stolen Vehicle Unit at INTERPOL Rome, and in 2008 was seconded to INTERPOL's General Secretariat in Lyon as Criminal Intelligence Officer. He is currently

leading the so-called 'Reducing Vehicle Crime and Theft' programme which includes different initiatives and projects to fight vehicle crime on a global scale.



Rod Johnson, Marine Risk Management Director, RSA Global Risk Solutions

Rod joined RSA in 2016 after three years as Marine Manager at Stephenson Harwood focusing on casualty investigation and client protection work. Earlier in his career, working for Global Maritime Group, he was responsible for risk consulting for oil and gas projects

in the Caspian region and latterly ran the marine casualty investigation business line. He also spent 16 years with Her Majesty's Coastguard, ultimately as Chief Coastguard. This included responsibilities for running Channel Navigation Information Services, the criminal investigation team, ship survey and inspection.

Leon Brain, Seconded National Expert, European Commission/ DG Mobility & Transport in Brussels



Leon will be able to share his expertise on further challenges facing the supply chain from an EU DG Move perspective. He will also

talk about the new 'EC Road Transport Security Toolkit' developed by the Cross-border Research Association (CBRA) and TAPA EMEA.

Commenting on the toolkit, he states: "An objective of the European Commission is to improve the security of the cargo distribution chain within the EU. The security toolkit will provide comprehensive and consistent security advice and measures to better prevent both the theft of cargo and unauthorised intrusion from migrants. The guidance will be targeted at everyone who has a role to play in helping to secure the distribution chain and will be made available and promoted across the EU."

Sven Bosch, Corporate Senior Security Manager, DB Schenker



Sven joined DB Schenker in 2010 as Security Manager in Belgium and was later Regional Security Manager before being promoted to his current global role at the end

of 2015. He is responsible for the security of DB Schenker Logistics' 60,000 employees at over 2,000 locations in 140 countries. This includes safeguarding the supply chains of numerous Fortune 500 Key Accounts, and providing security expertise on measures for the secure handling of HVTT cargo by all modes of transport and within warehouse facilities. Sven is also a member of the company's corporate crisis management team. Prior to joining the company he was Security Manager at Bosch and Project Manager Security at the Royal Dutch Embassy in Moscow.





Robin Cartwright, Research Fellow, Global Initiative Against Transnational Organized Crime



After leaving the UK Ministry of Defence, Robin spent 14 years as a partner at KPMG, where he led KPMG's global anti-illicit trade capability for the pharmaceutical,

tobacco and drinks industries. Robin also led programmes selecting and implementing supply chain security solutions in combatting illicit trade, drawing on track and trace technology, and is currently authoring a study for the Global Initiative Against Transnational Organised Crime on organised crime in the private sector.

The title of his presentation in London is *'Transnational Organized Crime and the Impact on the Private Sector: The Hidden Battalions'*.

Setting the scene for the presentation, he said: "Since the UN compact on Transnational Organized Crime (UNTOC) in 2000, very little focus has been placed on, or learnings drawn from, the private sector. TOC groups make exceptionally thorough use of private sector networks to commit, harbour, launder and facilitate crime. The total impact on, and incidence within, the private sector is \$3.6-\$4.8 Tr.

"The complex web of national responsibilities between different regulators and law enforcers, and indeed the complexity of the private sector itself, act as barriers to an easy, transnational system of intelligence sharing and remediation. The TOC groups committing these crimes suffer no such organisational and national boundary barriers. Criminal activity at this level of economic impact has much wider ramifications than mere marginal losses to P&L statements: these crimes present fundamental barriers to sustainable development as defined in the UN Sustainable Development Goals. This paper is a 'call to arms' for the international private and public sectors to transform their co-operation and teamwork."

INCIDENT INTELLIGENCE & LAW ENFORCEMENT

This discussion panel will focus on the use of incident information in fighting crime. Taking part in the debate will be:



Ron van Nimwegen, Manager Security & BCM, DHL Freight

Ron is actively involved in TAPA training and Security Standards and represents the Association on its working group with TLN, the Dutch Association for Transport & Logistics.

He joined DHL in 2006 as Business Development Manager, High Value & Air Freight at Amsterdam Schiphol. In 2007, he moved to DHL Security, initially as Country Security Manager Benelux. Since taking his current role seven years ago, Ron has been responsible for the protection and security of people, buildings, transport and customer assets.



Bjorn Hartong, Risk Engineer & Practice Lead Marine and Security, Zurich Insurance

Based in Zurich, Bjorn was formerly Global Supply Chain Security Manager at Kuehne + Nagel from 2009 to 2016. Earlier in his career, he was European Security Manager at Sony, located in Tilburg, before spending five years with Panalpina, responsible for Corporate Security Europe.



Loraine Bout, Regional Intelligence Manager EMEA & APAC, Sensitech

In her current role, Loraine is based in the Netherlands where, prior to joining Sensitech, she was policy advisor for the Minister of the Interior and Kingdom Relations, The Netherlands, and Analyst at the Ministry of the Interior and Kingdom Relations. She has also acted a Policy Advisor at the World Health Organization in Italy.

The panel will also be joined by Superintendent David Roney and Michael Ahner, Head of Logistics Europe, Sony Interactive Entertainment Europe.





**David Taylor,
Europe &
International
Marine Director,
RSA Insurance plc**

David is Marine Director of RSA's Europe & International Insurance business, based in London and since joining the company in 1977 has held positions in Underwriting, Claims and Risk Management for RSA's businesses in the UK, Europe, Asia and Latin America.

Speaking on the topic of *'Disruptive Times – Future Supply Chain Challenges Facing Cargo & Logistics Insurers'* in a dynamic and disruptive time of change, he will look at how businesses operating supply chains and their insurers face substantive and impacting change on many fronts; globalisation, environmental, climatic, economic, geopolitical and regulatory. What challenges do these changes pose to a specialist Insurance market and its clients over the next 10 years and beyond, and what are the threats to resilience and potential opportunities for mitigation and solutions?



SAFE DATA

TAPA delegates in London will also hear a presentation by Brandon Gregg, Head of Global Trust & Security, Seagate Technology, on future and current threats caused by cybercrime and data security.

KEYNOTE ADDRESS



Resilience and Transport Security – a strategic issue of growing importance for Nations, EU and NATO

TAPA's 20th Anniversary Conference will conclude with a keynote address by Franz-Josef Schneiders, Head of Division of the Federal Ministry of Transport & Digital Infrastructure, who will present *'Resilience and Transport Security – a strategic issue of growing importance for Nations, EU and NATO'*.

The presentation will cover the political approaches of Germany, the EU and NATO in the area of transport security and resilience, both topics of increasing relevance at both national and international level. The address will discuss selected actions to improve

security in freight transport, the protection of critical infrastructures and the prevention of cargo theft.

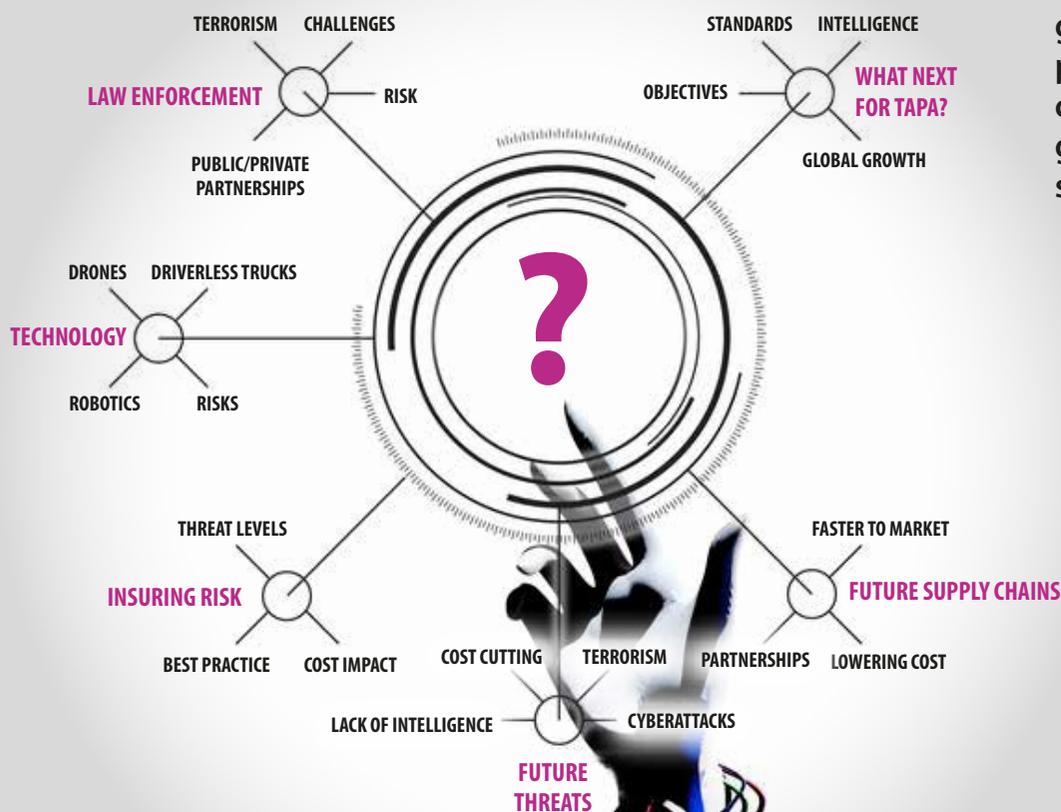
Between 1984 and 1991, Franz-Josef was Scientific Assistant and Head of Cabinet to Mr Ernst Hinsken (Member of the German Parliament, Bonn) and since 1992 with the Federal Ministry of Transport in Bonn has held a series of senior posts; Head of Press Relations Division, Head of Road Safety Division, Head of Division 'National/ international civil emergency preparedness, crisis management and security matters', and Head of Task Force 'NATO Affairs in Transport and Logistics, Critical Infrastructure'.



QUESTION TIME IN LONDON

TAPA's 20th Anniversary Conference in London provides you with a unique opportunity to ask questions of our expert speakers and panelists and to hear their insight about the risks to supply chains now and in the future, and how the changing requirements of big business may impact how products move in the years ahead.

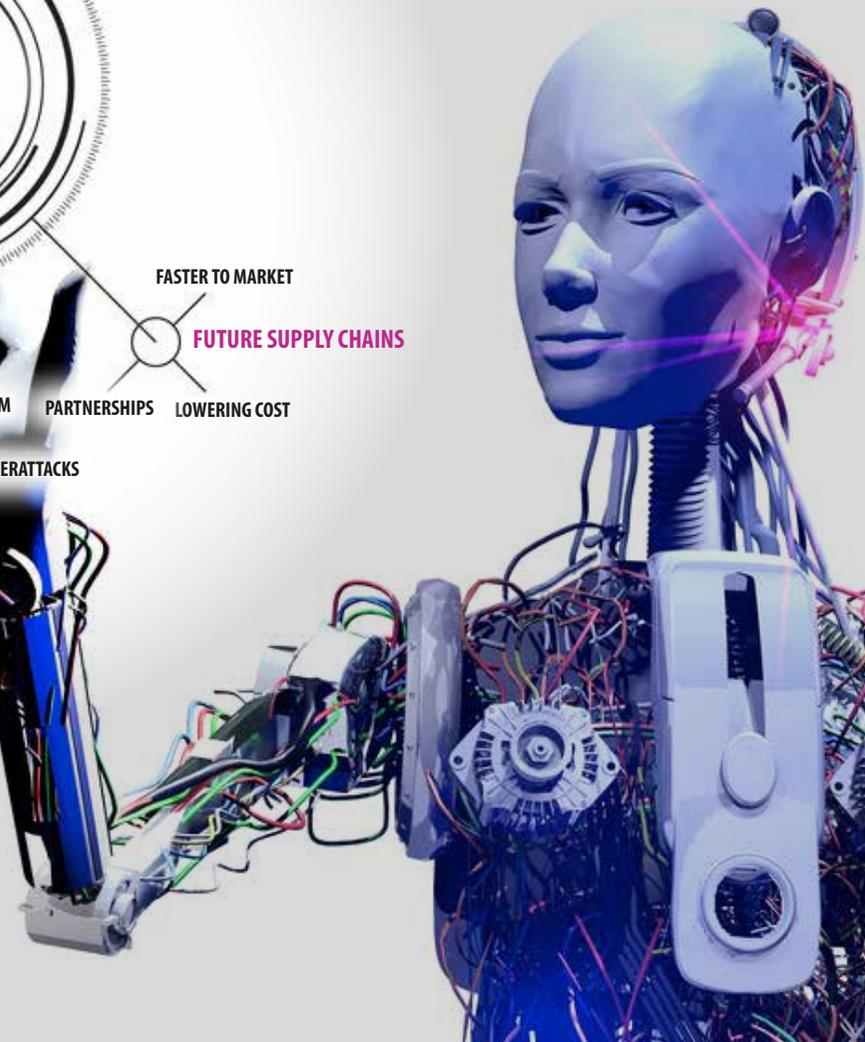
How will it affect your risk management? Does the growing use of technology play into the hands of cyber criminals? What will be the greatest threats to your supply chains?



TAPA is inviting all members to submit their questions in advance for our moderators to put to the most relevant presenters and panellists during the Q&A sessions of the conference.

We will not state who has asked each question, we simply want to discuss the most relevant and topical issues.

SEND YOUR QUESTIONS TO
INFO@TAPAMEA.ORG



COUNTERTERROR AWARDS

RECOGNISING SUCCESSFUL STRATEGIES TO MITIGATE TERRORISM AND STRENGTHEN NATIONAL SECURITY

COUNTER TERROR AWARDS INVITE ENTRIES FOR 2018

Entries are now being invited for the Counter Terror Awards, which will be presented in London in March 2018.

Free to enter, the awards recognise the efforts of organisations to counter terror strategy in the UK and overseas. The award categories include:

- Best use of information technology in counter terrorism
- Physical security award
- Perimeter protection award
- Threat detection award
- Airport security award

You can enter or find out more by visiting www.counterterrorbusiness.com/awards

SEE IT SEND IT

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



TAPA AND INDUSTRY *events...*

OCTOBER

03-05	Transport & Logistics Belarus Minsk (BY) http://www.tc.by/exhibitions/transport2017
03-06	ISEC - Belgrade (RS) http://www.isec-expo.rs/
04-05	Cyber Security Expo - London (GB) http://www.ipexpo.eu.com/Cyber-Security
09-11	OFSEC - Muscat (OM) http://muscat-expo.com/ofsec/
09-13	Transport A Logistica - Brno (CZ) http://www.bvv.cz/en/transport-logistics/
10-12	Elmia Future Transports Jönköping (SE) https://www.elmia.se/en/futuretransport
10-13	Inter Airport Europe - Munich (DE) http://www.interairport.com/europe/2017/english/inter-airport-europe/about/
10-13	ROAD - Moscow (RU) http://www.dorogaexpo.ru/doroga/exhibition/
10-13	LOGY iSCM - Helsinki (FI) http://logyiscm.messukeskus.com/?lang=en
16-17	Total Security Summit Towcester (GB) http://totalsecuritysummit.co.uk/
17-20	Bizpeka / Security - Kiev (UA) http://www.bezpeka.ua/index_e.php
18-19	TOP Transport Europe - Marseille (FR) http://www.top-transport.net/en/
18-21	Securika CIPS - Baku (AZ) http://cips.iteca.az/en-main/
19	e-Crime & Cyber Security London (GB) http://www.e-crimecongress.org/event/midyear
25-26	TAPA 20TH ANNIVERSARY CONFERENCE London (GB) https://www.tapaemea.org
25-27	TIR - Kiev (UA) http://www.tir-motorshow.com.ua/eng

NOVEMBER

01-02	Infosecurity November – Utrecht (NL) https://www.infosecurity.nl/
06-08	Fire, Safety & Security Algiers (DZ) http://new-fields.com/7th-afss-expo
07-08	Logistik & Transport Gothenburg (SE) https://logistik.to/

NOVEMBER

07-08	Madrid Logistics & Distribution Madrid (ES) http://www.easyfairs.com
07-08	RSA Abu Dhabi (AE) https://www.rsaconference.com/events/ad17
07-08	Supply Chain Event Paris (FR) https://www.supplychain-event.com/en/
07-09	Securexpo Nairobi (KE) https://www.securexpoafrica.com/
07-09	Securika St. Petersburg (RU) http://www.securika-spb.ru/en-GB
08-10	Trans Poland Warsaw (PL) http://trans-poland.pl/Home
09-10	TUYAK Istanbul (TR) http://www.tuyak.org.tr/
14-17	Sicherheit Zurich (CH) http://www.sicherheit-messe.ch/htm/messe-startseite.htm?langset=en
15-17	Logitrans Istanbul (TR) http://english.logitrans.com.tr/index.php
15-17	Sicurezza Milan (IT) http://www.sicurezza.it/
16-19	Suisse Transport Bern (CH) https://www.transport-ch.com/accueil.html
16-19	Transpo Tech Cairo (EG) http://www.transpotech-eg.com/
21-22	Sectech Stockholm (SE) http://www.securityworldmarket.com/sectech/
21-25	Solutrans Lyon (FR) https://www.solutrans.fr/
28-30	Intermodal Europe Amsterdam (NL) http://www.intermodal-events.com/
28-30	Logistica Utrecht (NL) http://www.logistica-online.nl/nl-NL/Bezoeker.aspx
29-30	UK Security Expo 2017 London (GB) https://www.uksecurityexpo.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*.

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

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.

* Plus VAT where applicable.

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.



SETTING THE STANDARD IN SUPPLY CHAIN SECURITY