

# vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA

## ONE WORLD ONE GOAL

20 years of minimising cargo losses, now TAPA looks to the future

**Page 3:** Now TAPA needs support for new secure parking programme

**Pages 4-5:** E-learning course aims to improve driver safety and reduce the risk of cargo theft

**Pages 6-7:** Autonomous vehicles - coming to a road near you

**Pages 8-12:** FBI reports rising cargo crime in the Americas

**Pages 14-17:** Managing rail risk on a fast train from China

**Pages 18-23:** Cargo crime monitor and EMEA loss data for September 2017

**Pages 24-27:** Underreporting of pharmaceutical thefts creates a fall sense of security

**Pages 29-31:** Supply chain crime news from around the world

**Page 34:** TAPA Security Standards - FAQs #3

# WELCOME

## A TIME TO SAY 'THANK YOU' TO THE GLOBAL TAPA FAMILY AND TO LOOK TO THE FUTURE

This issue of *Vigilant* is timed to coincide with TAPA's 20th Anniversary Conference in London and includes news and features from all three of our regions – the AMERICAS, APAC and EMEA.

In London, we are welcoming over 500 TAPA members, partners and other security stakeholders and not only debating the future of supply chain security but also broadening our horizons to look at how supply chains of the future will be different, driven by new business thinking, advancements in technologies and the changing buying habits of consumers. As supply chain security experts we need to understand how the traditional ways of storing and transporting products are likely to change in the years ahead because it is our job to keep our companies' supply chains secure.

We are responsible for security but our roles are just as much about customer satisfaction, brand protection and business development. Stolen goods mean unhappy customers, spiralling costs, disruption to production and, potentially, a significant impact on business earnings. Resilient supply chains breed confidence, build partnerships and are vital to the long-term wellbeing of companies of all sizes and in all industries.

Since joining TAPA, I have had the pleasure of getting to know and work with so many outstanding supply chain security professionals all over the world. I have made great friendships and developed

*Together, we have put TAPA in a great position of strength – and we are getting stronger. Whatever risks face supply chains of the future, I am confident the global TAPA family will rise to the challenge.*

new business contacts. Most of all, I know that if I need advice or a second opinion on anything to do with supply chain security, I have a network of people I can pick the phone up to and they will be willing to help. That is the true value of the global TAPA family.

As we celebrate 20 years as the leading Supply Chain Security Network, our focus is very much on the future. The world of security, as you know only too well, offers no place for complacency. Nonetheless, we can be extremely proud of our journey so far. In 1997, TAPA began with a meeting of just 35 people in the U.S. In EMEA, it was around a dozen. Now look at TAPA today.

Our speakers and panellists in London are testimony to how TAPA is valued in the world of cargo security. They include INTERPOL, Europol, the Global Initiative Against Transnational Organised Crime, the UK National Counter Terrorism Policing Headquarters, the International Union of Marine Insurance (IUMI), NATO, the United Nations, and the European Commission. We also welcome senior executives from Samsung SDS, DHL, Amazon, Microsoft, JUSDA, DB Schenker, Sony Interactive Entertainment Europe, RobotRobotsCompany, RSA Global Risk Solutions, Fox-IT, Robot Security Systems, Hanhaa, Johnson Controls, Honeywell Integrated Security, Zurich Insurance and Sensitech.

So, as we mark our 20th Anniversary, I want to say a very special thank you to everyone who has helped our great Association make such a positive impact on minimising losses from supply chains. As well as the experts who share their knowledge with us at TAPA conferences, I refer to our Boards of Directors in all three regions, the members of our Working Groups, our Executive Directors and Admin teams. Most of all, thank you to all of our members because you are the lifeblood of our Association.



Thorsten Neumann  
Chairman





## IT'S TIME FOR MEMBERS TO GET BEHIND THE WHEEL OF TAPA'S NEW SECURE PARKING PROGRAMME AS LOSSES MOUNT

TAPA EMEA's Secure Parking (TESP) programme is calling on the Association's members to help spearhead its development and support the region's new Parking Security Requirements (PSR) as they prepare for a big sales and marketing push in the New Year.

This follows significant behind-the-scenes progress in developing all of the support tools for the programme and completing the new TAPA EMEA Security Standard.

### Why is TESP so important?

- European freight crime, in particular, is at an unprecedented level, and the biggest threat occurs during road transportation, specifically when drivers need to take mandatory rest breaks
- In Q1 2017, 45% of crimes reported to TAPA EMEA's Incident Information Service (IIS) involving losses of over **€100,000** occurred in unsecured parking places
- 90% of thefts with a value between **€50,000** and **€100,000** took place in unsecured parking locations

"The main challenge for transport companies trying to identify secure parking places, particularly in Europe, is the lack of a single platform that matches route planning, known incidents of cargo crime, and secure parking sites. There is also concern over the overall lack of measurable, credible secure parking locations across EMEA. It is clear that the lack



of a database of trusted and secure parking places means vehicles frequently end up parked in unsecured parking sites, such as lay-bys, motorway services or industrial estates. Cargo theft intelligence shows this makes



vehicles, their loads and drivers an easy target for cargo thieves operating in those areas," said Tony Kavanagh, who leads TAPA's Secure Parking Working Group.

TAPA will be proactively promoting its new programme to Parking Place Operators to highlight the business opportunities which exist for parking sites that step up to meet the new PSR Standard, which has been developed in consultation with TAPA's Manufacturing and Logistics Service Provider members.

### Current status

- The PSR Level 3 Security Standard is now complete and published

- The PSR registration tool is now in place
- SPOT, TAPA EMEA's new Secure Parking Online Tool, is in the final stage of testing

### How you can help

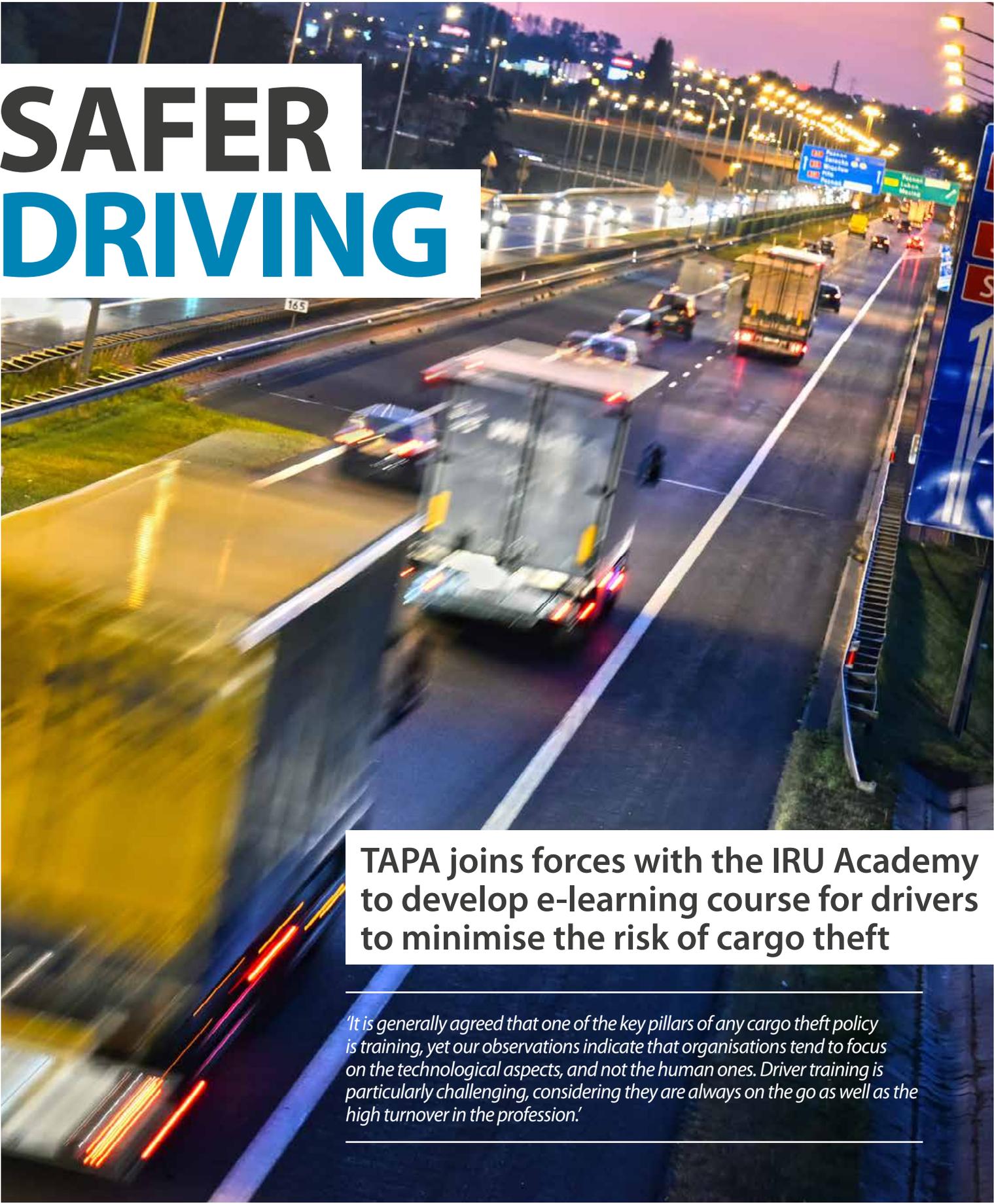
The TESP team have identified four ways for TAPA EMEA members to support the secure parking programme:

- Advocate participation to vendors
- Promote PSR participation to Parking Place Operators and owners through your trucking network
- If you are a TSR-certified company, promote PSR to parking sites when you carry out risk assessments
- Consider including PSR Standards in your security policies

For more information, click on this banner on the TAPA EMEA website to access the new PSR Security Standard as well as the rest of the secure parking programme, including contacts for further information.



# SAFER DRIVING



**TAPA joins forces with the IRU Academy to develop e-learning course for drivers to minimise the risk of cargo theft**

*'It is generally agreed that one of the key pillars of any cargo theft policy is training, yet our observations indicate that organisations tend to focus on the technological aspects, and not the human ones. Driver training is particularly challenging, considering they are always on the go as well as the high turnover in the profession.'*

**IRU, the world road transport organisation, has partnered with the Transported Asset Protection Association (TAPA) to develop a new e-learning course to help drivers minimise security risks such as cargo theft, illegal immigration and smuggling.**

**The course has two versions:**

- A general cargo version for all drivers transporting any type of goods by road
- A high-value theft targeted (HVTT) version for drivers carrying high-value loads, which adds content related to the equipment and procedures specific to such transport

**The course covers topics such as:**

- Awareness of security threats and their consequences
- How to plan routes to reduce risk exposure
- How and when to conduct vehicle inspections
- How to spot illegal immigrants, mistakes in cargo documents, and signs of vehicle tampering
- The value of confidentiality and appropriate use of social media
- How to react if an incident occurs

It runs on computers, tablets and smartphones and can be accessed online or downloaded and completed offline, taking approximately one hour to complete. Course participation is tracked and certificates of completion are issued.

In preparation for the full launch and for a limited period, the IRU Academy has decided to offer the course for free to a group of selected carriers in order to receive their feedback and to provide an opportunity for fine-tuning before it is made fully available. A few places remain open for this early access phase and any TAPA members that wish to participate should contact [academy@iru.org](mailto:academy@iru.org) as soon as possible.

"It is generally agreed that one of the key pillars of any cargo theft policy is training, yet our observations indicate that organisations tend to focus on the technological aspects, and not the human ones. Driver training is particularly challenging, considering they are always on the go as well as the high turnover in the profession. With this e-learning course, we aim to offer to security risk managers an easy to deploy and cost-effective induction training solution for drivers to reinforce cargo theft policies," says Pierre Miranda, in charge of the IRU Academy Programme Development.



He adds: "We estimate that truck drivers are approximately six-times more likely to get physically assaulted than injured in a road accident. Nevertheless the average carrier is much more aware of road safety than security threats. There is a common misconception that security is an issue affecting only companies transporting high-value goods, when it actually affects all types of freight transport. With the 'general cargo' version of this course, we aim to raise risk awareness and disseminate best practice to a wider circle. For carriers of high-value goods, such as TAPA TSR-certified transport operators, our goal is different.

"Their problem is not lack of awareness, but lack of a simple, efficient and standardised driver training tool. This is why we are developing an 'HVTT' version of the course that additionally covers the specificities of such transport. We decided to develop this course in partnership with TAPA because we consider the Association to be an expert on the issue of security - with a global reach - just like IRU."

TAPA EMEA has been working closely with the IRU Academy to support the development of the e-learning programme and believes the course will help to make an important contribution to the safety and security of truck drivers and their cargo.

**Markus Prinz, a member of the TAPA EMEA Board of Directors and Training Lead, said:**



"We welcomed this opportunity to partner with the IRU and for a small team of experienced TAPA EMEA trainers to work together to develop the course. TAPA was itself looking to develop driver security training at the time IRU

initiated this project in 2015 so we were happy to offer our support. TAPA EMEA could not have worked alongside a better partner for this project."

---

*'We estimate that truck drivers are approximately six-times more likely to get physically assaulted than injured in a road accident. Nevertheless the average carrier is much more aware of road safety than security threats. There is a common misconception that security is an issue affecting only companies transporting high-value goods, when it actually affects all types of freight transport.'*

---



Pierre Miranda, in charge of the IRU Academy Programme Development.

# THE ROAD TO AUTONOMY



Given TAPA's 20th Anniversary Conference in London and its look into the future of supply chains, the British Government has come up with a timely plan to commence trials of truck platooning on UK motorways in 2018 by providing over **€9 million** of funding to test out semi-automated truck technology.

**This follows similar trials in other parts of Europe, the Americas and Asia Pacific. German truck maker Daimler AG announced last month that it has received permission to test new 'platooning' technology on U.S. roads, for example, while, in Singapore, both Scania and Toyota Tusho are participating in trials.**

The UK trials will see up to three wirelessly connected heavy goods vehicles travelling in convoy, with the acceleration, braking and steering all being controlled by the lead vehicle. Announcing the project, the Department for Transport said each lorry will have a driver in the cab ready to take control at any time if needed.

Right now, all the focus is on safety and the general public, in particular, are likely to take some convincing of the concept. Motoring organisations in Britain are also concerned such truck convoys will obscure road signs for other drivers and could make it more difficult to join or leave motorways. Others argue that reliable technology could significantly reduce the 90% of all traffic accidents caused by human error and the one million fatalities a year on roads worldwide. A further three million people reportedly die prematurely as a result of traffic emissions.

Nonetheless, for those in the transport and technology industries, the whole issue of autonomous vehicles (AV) is a case of 'when' and not 'if'. In the longer-term, the benefits of this technology will include improved fuel consumption, reduced emissions, and lead to better air quality and less congestion. On an even more practical level, driverless trucks will help to counter the fact that fewer and fewer people see HGV driving as their preferred career move, a major cause for concern given the ageing population of drivers employed by most transport operators. With no new generation of drivers to call upon – 45,000 vacancies are reported in Germany alone - the demand for AVs is going to grow, and at an ever-increasing pace.

In London, TAPA members will be invited to participate in a panel discussion looking at the use of new technologies in the supply chain,

and autonomous vehicles and truck platooning will be high on that agenda.

Sven Bosch, Corporate Senior Security Manager at DB Schenker and a TAPA EMEA member, is one of the panellists at the Association's London conference. In May, DB Schenker signed a cooperation agreement with vehicle manufacturer MAN to develop networked truck convoys. Truck platoons will be tested for several months in an authentic road traffic environment as part of DB Schenker's regular business operations. Another first is that instead of test drivers at the wheel, the vehicles will be steered by professional truck drivers. During the test phase, due to start in Q4 2017, DB Schenker and MAN will operate platoons on the "Digital Motorway Test Field" on the A 9 motorway between the DB Schenker branches in Munich and Nuremberg. Each platoon will consist of two trucks.

---

*For those in the transport and technology industries, the issue of autonomous vehicles (AV) is a case of 'when' and not 'if'. In the longer-term, the benefits of this technology will include improved fuel consumption, reduced emissions, and lead to better air quality and less congestion.*

---



*High on this list will be interference, not only much-publicised hacking risks but the simple ability of criminals to be able to halt AVs in remote areas as AVs will be programmed to avoid collisions by slowing or stopping.*

Speaking when the agreement was signed in Munich, Ewald Kaiser, Chief Operating Officer Freight at DB Schenker, said: "Networked and autonomous driving will revolutionise transport in the future. On signing this contract, we are not only consolidating our cooperation with MAN, but also corroborating our claim to be the driver of digital business models in the interests of our customers. Platooning provides us and our customers with a solution to the demand for completely transparent, as well as faster and more eco-friendly transport processes. We are confident that these tests will deliver information about the specific potential for increasing efficiency in real operating conditions over a prolonged period."

It may be 2021 at the earliest before such technology is commercially available, and, some say, 10-15 years before driverless trucks will be widely deployed. A key factor in this will be the rollout of 5G fifth generation mobile networks, which will start to gradually roll out across Europe from 2020. 5G is necessary to address current latency issues that prevent comprehensive connectivity and to also provide a back-up where 4G networks can be overloaded.

Drivers looking for a long-term career in the transport sector, however, shouldn't be too concerned. Even when all the technology and networks are in place, truck drivers will still be required to carry out deliveries in urban areas and for more challenging assignments. Many operators are keen to point out that, on many occasions, drivers are the first line of defence and provide considerable experience which often helps to avoid or mitigate risks. They also provide vital surveillance and alerting functions. In the absence of drivers, more physical security

and technological features will need to be designed into trailers, and this will offset some of the labour cost savings.

In the intervening period, TAPA and its members will have sufficient time to adapt the Association's Trucking Security Requirements (TSR) to incorporate any risks associated with removing drivers from commercial vehicles. High on this list will be interference, not only much-publicised hacking risks but the simple ability of criminals to be able to halt AVs in remote areas as AVs will be programmed to avoid collisions by slowing or stopping.



**Vigilant** asked **Sven Bosch** for his views on the new technology from a supply chain security perspective:

### **What are the supply chain security benefits of driverless trucks/platooning?**

"The first advantage of driverless trucks is that not having a driver means that internal involvement of a driver in a cargo crime can be ruled out as a possible modus-operandi. Another advantage of both platooning and driverless trucks is that it enables companies to optimise transport flows, enabling a continuous flow. As we all know; "goods at rest are goods at risk"; so keeping trucks moving using intelligent software and algorithms based on live traffic information means less stops; which reduces the risk of being exposed to cargo crime.

"Take a look at self-parking cars; in the future we might have trucks that can automatically be directed to the applicable dock-door for loading or unloading. This means that the driver can already take his rest and does not have to wait for an (un)loading slot. This reduces waiting

times and the driver can start driving sooner and with a clean-tacho (full rest). This means he can drive further and longer, reducing the risk exposure.

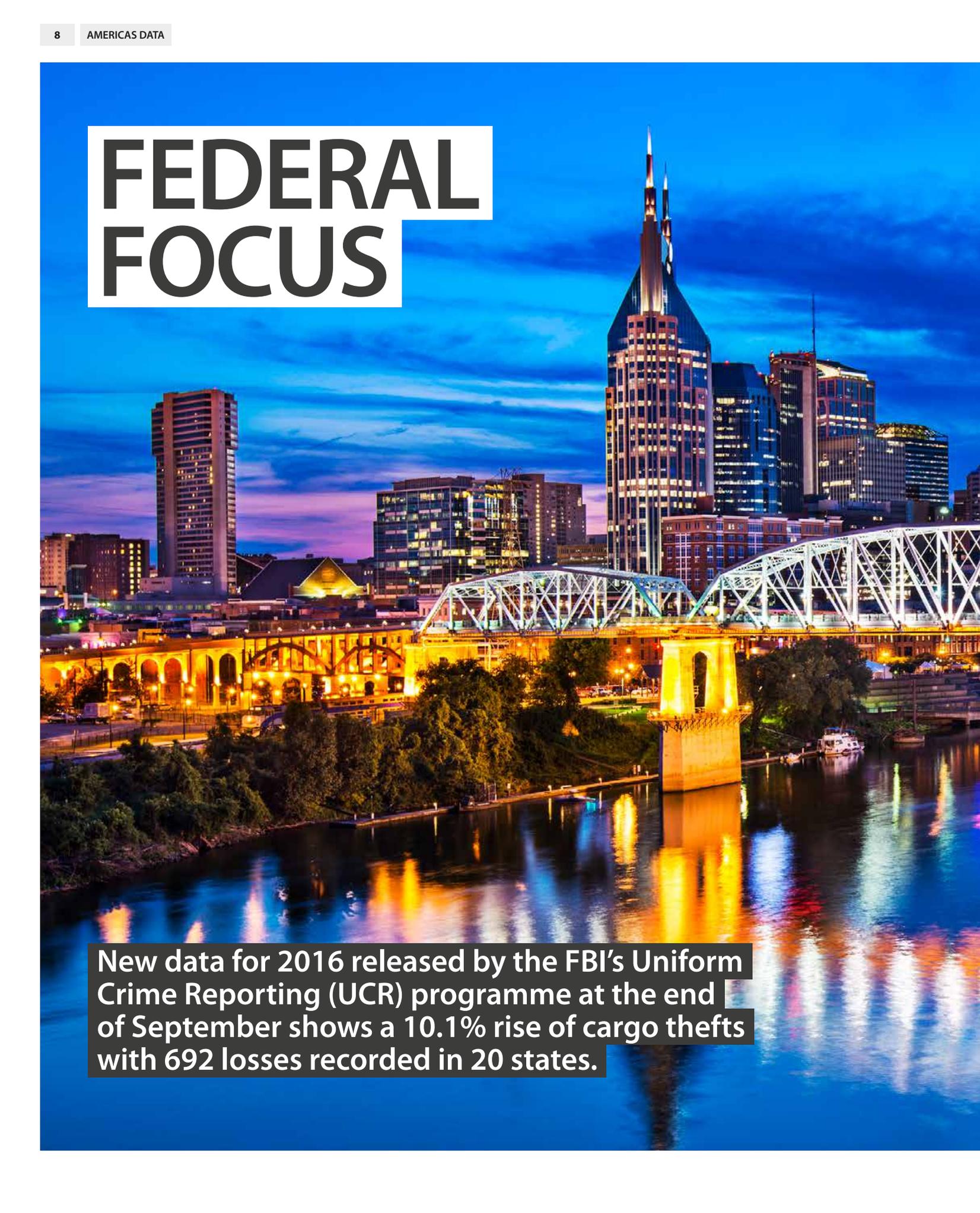
"In the more distant future; one might even expect that driverless trucks are not subject to the same driving-time legislations that currently apply to the human driver. This will ensure an even more continuous flow of goods and reduce the level of security risk still further. Also, platooning/autonomous driving can optimise the arrival/departure times of trucks to avoid the common traffic jam of trucks waiting at the customer/hub/receiver for unloading. As we all know, the direct vicinity of the loading and unloading address is one of the most dangerous places to park. Reducing waiting times will also reduce the risk of theft."

### **What are the potential supply chain security risks of driverless trucks/platooning?**

"Cybercrime and possibly terrorism; we all know how trucks are being used as weapons. Imagine terrorists hijacking trucks with laptops instead of guns. It is clear that this needs to be thoroughly thought over. Whilst on the one hand this is a risk; it can also be used as an advantage as, when trucks are well designed using new technologies, it will become much more difficult to steal a truck because of the use of fingerprint identification, remote triggered disabled truck, etc."



# FEDERAL FOCUS



New data for 2016 released by the FBI's Uniform Crime Reporting (UCR) programme at the end of September shows a 10.1% rise of cargo thefts with 692 losses recorded in 20 states.

---

*The latest data shows that 79% of all reported cargo thefts in 2016 occurred in two U.S. states; Tennessee recorded the highest incident rate with 298 crimes and a total loss value of \$4,821,502. The state with the biggest loss value, however, was Texas, where the 240 crimes produced a combined loss of \$15,140,787.*

---





*A total of 41 different categories were named in the 2016 Cargo Theft Report which, by value, saw the highest loss involving the theft of trucks at \$3,919,445.*

The total loss value for these incidents was \$26,933,356, 3.3% below the same figure for 2015. The recovery rate of stolen goods also showed a significant improvement, rising to 31.4% compared to 19.7% in the previous year.

The FBI defines Cargo Theft as “The criminal taking of any cargo including, but not limited to, goods, chattels, money, or baggage that constitutes, in whole or in part, a commercial shipment of freight moving in commerce, from any pipeline system, railroad car, motor truck, or other vehicle, or from any tank or storage facility, station house, platform, or depot, or from any vessel or wharf, or from any aircraft, air terminal, airport, aircraft terminal or air navigation facility, or from any intermodal container, intermodal chassis, trailer, container freight station, warehouse, freight distribution facility, or freight consolidation facility. For purposes of this definition, cargo shall be deemed as moving in commerce at all points between the point of origin and the final destination, regardless of any temporary stop while awaiting transshipment or otherwise.”

The UCR was introduced to collect cargo theft data to inform the law enforcement community, state and federal legislators, academia, and the public at large about this particular crime. The Bureau publishes annual data to create awareness and to measure the impact cargo theft has on the economy and

potential threats to national security. It states: “Often cargo theft offences are part of larger criminal schemes and have been found to be components of organised crime rings, drug trafficking, and funding for terrorism.”

The UCR collection of cargo theft data is still relatively new with only four years of data published, but the number of agencies reporting cargo theft incidents has increased each year. As more agencies participate, the FBI says future versions of its cargo theft report will depict a more complete account of the occurrences of cargo theft in the United States.

The latest data shows that 79% of all reported cargo thefts in 2016 occurred in two U.S. states; Tennessee recorded the highest incident rate with 298 crimes and a total loss value of \$4,821,502. The state with the biggest loss value, however, was Texas, where the 240 crimes produced a combined loss of \$15,140,787.



*‘Often cargo theft offences are part of larger criminal schemes and have been found to be components of organised crime rings, drug trafficking, and funding for terrorism.’*

**Five other states reported 10 or more cargo thefts last year:**

- Michigan – 45 incidents
- Florida – 26
- South Carolina – 21
- Georgia – 12
- Virginia – 10

Of the four states with a loss exceeding \$1 million, Michigan achieved the highest recovery rate in percentage terms at 45.2% although in financial terms the 38.8% success rate in Texas recovered goods was worth \$5,881,948.

In terms of the locations of incidents, 305 or 44% of crimes recorded in the FBI’s data occurred in Parking Lot/Garage locations, while a further 90 or 13% were reported as taking place in Highway/Road/Alley/Street. Overall, 24 different locations were identified as scenes of cargo theft in 2016, according to the FBI UCR data.

Reflecting TAPA’s statistics, most cargo thefts involved Theft from Vehicle, 363 or 52.4% of the annual total.

**A total of 41 different product or property categories were named in the 2016 Cargo Theft Report which, by value, saw the highest loss involving the theft of trucks at \$3,919,445. In terms of recovery rates, the five highest categories were:**

- Computer Hardware/Software – 97.2%
- Firearm accessories – 97.1%
- Metals, non precious – 84.5%
- Lawn, yard, garden equipment – 77.8%
- Trucks – 73.5%

# TAPA prioritises membership growth across the supply chain to achieve a 'holistic impact' on cargo crime in the Americas



TAPA is leading the fight to combat cargo crime in the Americas. *Vigilant* invited Cindy M. Rosen, Executive Director of TAPA AMERICAS to tell us more about the Association's activities in the region.

## *What's the size of TAPA AMERICAS' membership?*

74 Corporate Members, 46 Individual Members, 8 Security Service Providers (SSPs), and 48 Associate Members. We have a total number of 389 people represented by these memberships.

## *Has membership increased in the last 12 months?*

Yes, membership has grown by 10% over this period.

## *How many cargo crimes did TAPA AMERICAS' Incident Information Service (IIS) database record in 2016 and how did this compare year-on-year?*

764 thefts in the U.S. in 2016. This represents a 0.4% drop on 2015 (3 less incidents).

## *What % of cargo crimes in your region reported a value in 2016 and what was the total loss value for these thefts?*

91% and \$101,499,279.

## *How many cargo crimes has TAPA AMERICAS' IIS recorded in the first nine months of 2017?*

430 (and climbing).

## *What is the single highest loss recorded to date in 2017?*

A \$4.5 million Facility Theft in California in January.

## *What are you doing to increase incident reporting?*

Constant reminders to our members and working closely with our partner, SensiGuard.

## *What are the most common types of cargo crime in the Americas?*

Theft of Full Truckloads (unattended) represents approximately 75% of total thefts in the U.S. each year. Fictitious Pick-ups and Pilferage make up most of the remainder.

## *Which new types of crimes/M.O. are you seeing emerging?*

Increased pilferage thefts and strategic cargo thefts using double brokering methods.

## *How is TAPA AMERICAS helping members to improve supply chain resilience?*

By delivering training at all major cargo theft events to increase awareness around TAPA and participation in industry events. We also offer 'best practices' at our T-Meetings and table top presentations to share practical applications with our members.

## *How many FSR certifications are there in your region? 159*

## *How many TSR certifications? 4*

## *What is the biggest challenge you face in growing FSR and TSR certifications?*

Getting more companies to mandate FSR and TSR certifications in their RFPs. We spend time discussing and presenting business case studies using TAPA Security Standards certifications, but the inciting action needs to begin with companies encouraging or requiring certification in their RFPs.

*'We spend time discussing and presenting business case studies using TAPA Security Standards certifications, but the inciting action needs to begin with companies encouraging or requiring certification in their RFPs.'*

### What new objectives has TAPA AMERICAS set for 2018?

We are aggressively working to increase membership and participation. Additionally, we plan to add professional development webinars for our members to broaden their knowledge base. These same webinars will be offered as tools to secure new members by demonstrating our knowledge and thought leadership as an organisation.

### What is your definition of One TAPA?

An entity that operates with similar priorities and themes. I don't think you could have one governing entity so continuing with the independent divisions but with some shared goals and directives. This is most directly a marketing initiative to promote TAPA Standards and best practices on a global level.

### What do you see as the biggest threats to supply chain security in the Americas over the next 3 years?

The continued and increasing use of technology to commit cargo theft, i.e. the use of sniffers and jammers, 3D printers and the growing use of cyber methods.

### How should TAPA continue to evolve to help its members meet these new challenges?

I think there needs to be more of an effort to attract all areas of the supply chain. We need a better balance in the U.S. of trucking companies, brokers, etc. Without membership in all areas we cannot have a holistic impact across the supply chain. In addition, we will need to take into account the potential risk of cybersecurity on supply chain networks.

### How do law enforcement agencies and regulatory bodies in the Americas view TAPA and how willing are they to work with the Association to support crime prevention?

In my experience law enforcement has a favourable image of TAPA and is happy to work with, and interact with, TAPA. We hold an annual law enforcement meeting to engage with local, state, and federal entities.

### In your own words, what is the value of being a TAPA member?

I think TAPA has earned and achieved a level of respectability across the industry and provides that to members as well. There is a strong brand recognition throughout the industry. As a member, the resources and contacts available through TAPA have been very useful in working with accounts regarding standards as well as connecting them to resources across the industry.

### If you could make one change to TAPA over the next 3 years what would it be?

As mentioned previously I would work to find ways to expand membership to target a broader scope of the transportation industry.

## FBI CARGO THEFT STATS 2016

TOTAL NUMBER OF REPORTED U.S. FREIGHT THEFTS					
Number of crimes	Change vs. 2015	Loss value	Change vs 2015	Loss amount recovered in 2016	% of recovered goods
692	10.10%	\$26,933,356	-3.30%	\$8,449,949	31.40%

TOP 5 U.S STATES FOR RECORDED CARGO CRIMES			
U.S. states	Number of crimes	Loss value	Recovery rate
Tennessee	298	\$4,821,502	\$501,156 or 10.4%
Texas	249	\$15,140,787	\$5,881,948 or 38.8%
Michigan	45	\$1,005,058	\$454,024 or 45.2%
Florida	26	\$3,080,534	\$497,070 or 16.1%
South Carolina	21	\$359,943	\$238,563 or 66.3%

Note: By value, South Carolina's loss total was exceeded by the 10 crimes in Virginia, which reported a total loss of \$889,515 and Delaware - the location of six incidents - with \$695,564

TOP 10 TYPES OF PRODUCTS/PROPERTY STOLEN BY VALUE		
Product type	Loss value	% of recovered goods
Trucks	\$3,919,445	73.50%
Consumable Goods	\$3,066,939	9.80%
Trailers	\$2,589,730	67%
Household Goods	\$1,557,553	7.20%
Metals, non precious	\$1,126,825	84.50%
Building Materials	\$1,262,488	35%
Portable Electronics	\$1,262,051	1.40%
Alcohol	\$826,360	0.10%
Merchandise	\$732,734	3.80%
Computer Hardware/Software	\$530,772	97.20%

Note: Of the 41 loss categories reporting losses in 2016, 'Other' recorded the highest single total of \$6,770,507

TOP LOCATIONS OF REPORTED CARGO THEFTS		
Location	Number of crimes	% of total
Parking Lot/Garage	305	44%
Highway/Road/Alley/Street	90	13%
Commercial Office Building	61	8.80%
Dock/Wharf/Freight/Modal Terminal	51	7.30%
Convenience Store	46	6.60%

Note: Crimes were reported in 25 locations overall. In 48 cases, the location was unknown

TOP TYPES OF RECORDED INCIDENTS IN 2016		
Type	Number of crimes	% of the 2016 total
Theft from Vehicle	363	52.40%
All Other Larceny	168	24.20%
Motor Vehicle Theft	105	15.10%
Embezzlement	29	4.10%
Burglary	19	2.70%

# EYE-ON-TECH



## Bosch AUTODOME IP 4000i and 5000i cameras open new chapter for applications beyond security

Until now, level of detail has been the key quality parameter for surveillance cameras, with clear images at all times the most important feature for high security. True, security personnel must see all relevant information in great detail to react quickly and take appropriate action – but what if a moving object leaves the camera’s field of view?

The AUTODOME IP family of pan, tilt and zoom (PTZ) cameras claim to provide the answer. These enable users to manually keep track of persons of interest as they move, even at speed, far beyond a fixed camera’s field of view.

## SALTO’s JustIN Mobile App access management solution to use smart phones as credentials

In response to the Twist & Go mobile credentials from HID, SALTO’s JustIN Mobile application uses innovative technology to swap access cards for smartphones, saving users valuable time and money. JustIN Mobile replaces the need for a physical access card by securely sending a mobile key “Over the Air” (OTA) from



SALTO’s ProAccess SPACE management software to a registered and verified iOS or Android device. End users can now unlock doors using their smartphone as a credential. If the phone is lost or stolen, access can immediately be updated via ProAccess SPACE.

## HID Global to acquire Mercury Security, expanding its Access Control solutions

Whilst this is not really technology news, I believe it’s important that security managers in the industry are aware of this recent acquisition...

HID Global®, a worldwide leader in identity solutions, has signed an agreement to acquire Mercury Security, an OEM supplier of controllers for physical access control. Mercury Security has over three million controllers installed at tens of thousands of sites worldwide, including at more than 90 of the Fortune 100 companies. Mercury’s intelligent controllers, interface boards and software perfectly complement HID’s readers, smart cards and mobile IDs for opening doors.

## Software House C-CURE 9000 integrates with Allegion’s Schlage wireless locks

Allegion, a provider of security products and solutions, and Software House, a prominent security software brand from Johnson Controls, are now providing customers with a cost-effective and scalable access control solution. The latest integration seamlessly pairs the Schlage® LE and NDE wireless locks with the Software House C-CURE 9000 security and event management system. Previous integrations include the Schlage AD series locks.

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.



Frédéric Haegeman

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

# 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	DHL Express	PT	Alcochete	C
FSR	DHL Lietuva, UAB	LT	Vilnius	C
FSR	DHL Lavia SIA	LV	Riga	C
FSR	DHL	IT	Verona	C
FSR	Savino del Bene	IT	Redecesio di Segrate	C
FSR	Yusen Logistics (Benelux) B.V.	NL	Schiphol Zuid-Oost	A
FSR	Geodis Wilson Italia S.p.A.	IT	Pioltello	A
FSR	Waberer’s-Szemerey Logisztika Kft	HU	Budapest	A



A new study by global strategy consultants Roland Berger says container traffic transported by rail between China and Europe could record 15% annual growth over the next decade, depending on the level of seafreight rates over this period. With transit times by train of 14-16 days, the study forecasts a volume of traffic of 636,000 TEUs by 2027 and some 21 trains per day. With air cargo too costly and seafreight too slow to satisfy consumers, the e-commerce revolution is likely to expedite the growth of rail at an even faster rate.

In this special report, Tony Lugg, Chair of TAPA APAC looks at how TAPA needs to address the newest risks and challenges in the supply chain connecting Asia and Europe as the 'Belt and Road' initiatives go full steam ahead.

# MANAGING RAIL RISK

A wide-angle photograph of a long train of shipping containers on a railway track. The containers are in various colors including yellow, blue, red, and green. The train is receding into the distance under a dramatic sunset sky with orange and red hues. The foreground shows the gravel and rails of the track.

**This year TAPA celebrates its 20th anniversary as the leading trade association of supply chain risk professionals. Based on the fundamentals of securing the supply chain with globally recognised standards, TAPA has created accountability for logistics stakeholders and has gone a long way towards reducing the risk of losses for shippers in the transportation of vulnerable and high value assets...**





**The TAPA Supply Chain Security Standards, which are increasingly being written into the contractual agreements with outsourced manufacturing and logistics service providers, ensure that all parties are accountable for the shipper's assets. Transferring the risk and maintaining a certain level of compliance has become a pragmatic method of reducing supply chain risk, preventing losses overall, and ensuring that raw materials and finished goods get to market.**

TAPA now boasts a prestigious worldwide membership of over 1,000 members consisting of Fortune 500 manufacturers, shippers, global insurers, and leading service and logistics providers. During the last 20 years, TAPA members have witnessed multiple changes in the supply chain that have created new risks and challenges for their organisations to address. Risks not addressed quickly can lead to serious consequences and so, in terms of regulation, one of TAPA's main goals is to increase the effectiveness of TAPA partnerships between international law enforcement, governments, and non-governmental organisations. Mutual recognition of the TAPA Standards is key to providing added value to members and reducing redundancies where programmes invariably overlap.

In the autumn of 2013, China's President Xi Jinping raised the initiative of jointly building the Silk Road Economic Belt and the 21st Century Maritime Silk Road. The Belt and Road initiatives have drawn wide attention and gained positive responses from the international community.



Over 2,000 years ago, the ancient Silk Road route started when trade interactions between the two ends of the Eurasian continent began. By the time of the Qin and Han dynasties of China, the road had properly taken shape and during the Sui and Tang dynasties it reached new heights of prosperity. It was during the Tang and Song dynasties that Chinese entrepreneurs developed advanced navigation techniques and successfully opened up the maritime Silk Road that extended all the way to the West.

Part of the current Silk Road development addresses the rail connectivity between China and Europe. When the rail connection first started, it attracted the attention of electronics manufacturers who saw an opportunity to

ship fast-moving consumer goods (FMCG) even faster. The local government also offered incentives to manufacturers in the west of China, including subsidies for rail freight transport. Several years ago, some TAPA members encountered challenges using the rail service with losses occurring at the transshipment points. Today, however, these issues have been overcome thanks to the implementation of technology and supplementary supply chain security processes to manage the handover process.

The Belt and Road initiatives have opened up greater opportunities in Europe, Asia, and China to develop trade lanes as the rail system operating between China and Europe matures, thereby reducing ocean transit times by more than 50%. The result is significant savings of inventory carrying costs as well as a reduction in excess and obsolescent raw materials. It also ensures that finished goods get to market on time, as overall train schedules remain punctual.

Rail forecasts indicate that volumes can only grow whilst the trade corridor expands further. The Belt and Road initiatives meet the need for coordinated development of different regions and a new development pattern that brings shared benefits. Stretching along the Eurasian Continent, and having connectivity high on its agenda, the Belt and Road effectively link up the prospering East Asian economies and the highly developed European economies at each end. As more manufacturing companies move to 'low cost country' locations in Asia, TAPA needs to play a major role in making this a positive movement through contributing its experience, its Best Known Methods industry practices, and its Supply Chain Security Standards.

TAPA's mission is to protect members' assets by setting minimum standards of how freight should be handled to minimise cargo losses from the supply chain. TAPA achieves this through the development and application of global security standards, recognised industry practices, technology and education, benchmarking and regulatory collaboration, and the proactive identification of crime trends and supply chain security threats along the Silk Route. Earlier this year, the Chinese Government's top procuratorate declared a

---

*'As more manufacturing companies move to 'low cost country' locations in Asia, TAPA needs to play a major role in making this a positive movement through contributing its experience, its Best Known Methods industry practices, and its Supply Chain Security Standards.'*

---



*'Cross border security is a key to success and, as an enabler for trade facilitation, TAPA offers experience in securing cross border supply chains across the world. Brand protection remains key as smugglers attempt to leverage from the faster transit times.'*

war against crimes related to international freight and passenger railway services along the Silk Road Economic Belt. Smuggling and human trafficking using international trains and acts endangering railway safety were highlighted in a guideline issued by the railway division of the Supreme People's Procuratorate.

Although China is the initiator, the Chinese government has made it clear that this is not a one-man show. The Belt and Road Initiatives are about win-win cooperation and common development; it is not a solo performance or a zero-sum game. The Belt and Road are not private exclusive roads but wide and open avenues for all of us. These reassuring facts allow businesses to be more entrepreneurial with opportunities to buy commodities in one market and deliver quickly to another. It means that the reach of manufacturers is manageable and affordable.

The Silk Road initiative meets the needs of all countries for faster development and will contribute to economic development of countries along the routes and overall

global prosperity. As the supply chain evolves further, new standards are required to meet the needs of shippers of goods to ensure that they are protected. Depending on the



complexity and size of the supply chain, compliance with TAPA Standards may be achieved through a single LSP/Applicant or multiple LSPs/ Applicants and qualified subcontractors.

The Belt and Road initiatives aim to boost mutual investment and trade between China and countries along the routes, facilitate connectivity between those countries, and support their pursuit of a new-type of



industrialisation. TAPA must now respond to the needs of its members and help to develop the resilience and sustainability of these new networks.

Cross border security is a key to success and, as an enabler for trade facilitation, TAPA offers experience in securing cross border supply chains across the world. Brand protection remains key as smugglers attempt to leverage from the faster transit times. Smugglers also want access to this improved cashflow so cyber security has become a high priority concern after the recent attacks using ransomware viruses (such as the WannaCry virus). Although the digitalisation of the supply chain, as a whole, was not impacted these attacks will become more frequent with Lloyd's of London reporting that a major global cyber-attack could cost the worldwide economy £40 billion, with the damage being akin to a catastrophic natural disaster. The resurgence of the migrant crisis in Europe (particularly Calais) is at crisis level and its impact on the transport sector escalated in June when a driver was killed in a collision caused by migrants blocking a main road in an attempt to bring trucks to a stop.

Currently, manufacturers are looking to TAPA to provide additional standards for intermodal transportation as more shippers use a combination of ocean, rail, and road for better connectivity and business continuity. Self-policing or self-regulation is the most effective mechanism against over-regulation of the supply chain. Governments know that over-regulation is highly unpopular, costly, and difficult to enforce and maintain. The advantages for certified TAPA members is that they are able to demonstrate that they are highly compliant organisations that allow the Government agencies to focus on the high-risk shippers with no control methods in place.

In summary, TAPA has a structured certification process, the expert resources, skillsets, and the opportunity to provide members and stakeholders with a systematic approach to securing the Silk Road routes while continuing to be a part of its growth and development going forward.



# CARGO CRIME MONITOR

## CARGO THEFT BY COUNTRY



September 2017

Czech Republic	2 (1.2%)
France	4 (2.4%)
Germany	23 (14.0%)
Italy	4 (2.4%)
Netherlands	1 (0.6%)
Poland	1 (0.6%)
Slovakia	1 (0.6%)
South Africa	4 (2.4%)
Spain	3 (1.8%)
Sweden	8 (4.9%)
United Kingdom	114 (69.1%)

Number of incidents in month



**€6,887,453**  
 Total loss for the 129 or 78.2%  
 of crimes stating a value

**-1.7%**  
 Fall in the number  
 of recorded cargo  
 crimes vs.  
 September 2016



# 165

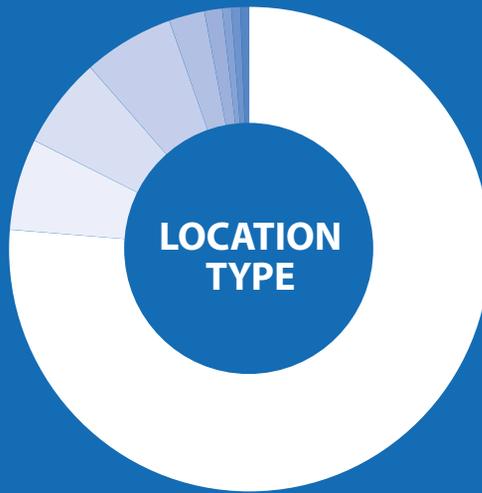
Number of new cargo crimes recorded by TAPA's IIS last month

## €1,700,000

**Biggest single loss** - Theft of Phones in a Deceptive Pick-up from an Aviation Transportation Facility in France on 6 September

Number of countries reporting incidents

# 11



Unsecured Parking	126 (76.3%)
Unknown	10 (6.1%)
Secured Parking	10 (6.1%)
En Route	10 (6.1%)
Services 3rd Party Facility	4 (2.4%)
Destination Facility	2 (1.2%)
Aviation Transportation Facility	1 (0.6%)
Origin Facility	1 (0.6%)
Railway Operation Facility	1 (0.6%)



Theft from Vehicle	128 (77.7%)
Theft from Trailer	11 (6.7%)
Theft of Vehicle	7 (4.2%)
Robbery	4 (2.4%)
Hijacking	3 (1.8%)
Fraud	3 (1.8%)
Truck Theft	2 (1.2%)
Theft from Facility	2 (1.2%)
Theft	2 (1.2%)
Clandestine	1 (0.6%)
Theft from Container	1 (0.6%)
Theft of Trailer	1 (0.6%)

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



# €53,391

## AVERAGE LOSS VALUE LAST MONTH

# 76.3%

Or 126 of incidents recorded took place in Unsecured Parking locations



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

Intrusion	142 (86.1%)
Unknown	10 (6.1%)
Violent & Threat with Violence	5 (3.0%)
Deception Other	3 (1.8%)
Theft from Moving Vehicle	2 (1.2%)
Internal	1 (0.6%)
Forced Stop	1 (0.6%)
Deceptive Pick up	1 (0.6%)

## RECORDED CARGO LOSSES IN SEPTEMBER FELL 1.7% YEAR-ON-YEAR BUT THE VALUE OF STOLEN PRODUCTS ROSE BY OVER €1M TO TOTAL €6,887,453

Data for cargo thefts reported to TAPA EMEA's Incident Information Service (IIS) in September 2017 showed a 1.7% year-on-year reduction in crimes. The 165 new losses recorded last month, however, produced a significantly higher loss than a year ago, with a total value of €6,887,453.



**In reality, September 2017 losses will undoubtedly show year-on-year growth once data is shared by Dutch law enforcement partners, which was not available for last month as Vigilant went to press. Only one crime is currently included for the Netherlands for last month compared to 50 in the same period of last year.**

The average loss for September 2017, based on the 78.2% or 129 incidents providing financial data, was €53,391. Overall, TAPA's IIS recorded incidents in 11 countries in the EMEA region.

These crimes included 12 major losses with a value of €100,000 or more, totalling €3,497,775. The highest value loss by far in September was the €1.7 million theft of Phones from an Aviation Transportation Facility at Paris' Charles de Gaulle Airport on 6 September. A truck driver arrived at a ground handling facility and handed over what was later identified as false documentation before his truck was loaded with 18 pallets of smartphones. All of the company's security policies and procedures were reportedly adhered to. The theft only came to light when the designated driver arrived to pick up the cargo and was informed it had already been taken.

Data for cargo thefts reported to TAPA EMEA's Incident Information Service (IIS) in September 2017 showed a 1.7% year-on-year reduction in crimes. The 165 new losses recorded last month, however, produced a significantly higher loss than a year ago, with a total value of €6,887,453.

The 11 other major cargo thefts last month were:

#### €300,000

On 1 September, several offenders stole Computers/ Laptops from a truck parked in an unsecured parking location in Sande in Lower Saxony, Germany. They reportedly loaded the cargo into a red Sprinter van and fled the scene.



#### €237,378

Training shoes were stolen in this Theft from Vehicle in Raunds, Northamptonshire, in the UK on 19 September. Thieves cut the curtain side of a parked and attended semi-trailer to access the products inside.



#### €236,833

Another major loss in the United Kingdom, this crime on 11 September involved the M.O. of Theft from Moving Vehicle as it travelled along the A417, A42, M1 and M6 between Leicestershire and the West Midlands. Offenders

travelling in several vehicles

are said to have followed the truck from a logistics yard. The rear door locks and seal were both cut, enabling the thieves to reach the cargo of Phones.



#### €214,809

The gates of a secured transport yard in Burnham-on-Sea, Somerset, UK, were forced open on 29 September. Once inside the yard, offenders were able to steal a tractor unit and a semi-trailer loaded with wines and spirits.



#### €152,249

Another Theft of Vehicle in the UK on 26 September saw thieves use Deception in order to steal a shipment of Tyres from a Destination Facility in Warley, West Midlands. The offenders reportedly lured the driver of a parked truck from his cab by pretending to be from the delivery location, enabling one of the gang to drive off with the vehicle and its load.



#### €130,371

Four semi-trailers loaded with fish products were stolen from a secured yard in Suffolk in the East of England on 24 September. The thieves are said to have used their own HGV tractor units.



#### €116,027

Fashion clothing was taken from a parked and attended truck after it stopped in an unsecured parking location in Basildon, Essex, in the UK on 12 September.



#### €105,447

Clothing was also the target on 22 September when offenders opened the rear doors of an unsecured HGV and semi-trailer at the UK's Markfield Motorway Service Area in Leicestershire, loading its cargo into a van.



**€104,661**

On 6 September, electrical items were stolen in another 'curtain cutting' incident in an unsecured parking location in the UK. The parked and attended truck had stopped in a layby in Crick, Northamptonshire.



anyone accessing the rear doors. The thieves, however, broke the window of the driver's cab and were able to release the brakes so they could open the back doors.

**€100,000**

Germany was also the location for this incident on 20 September. Criminals cut the tarpaulin side of a truck that had been left in an unsecured parking location in Auetal, Lower Saxony. They were able to steal four pallets of Tobacco.



## OTHER MAJOR LOSSES BETWEEN €50,000 & €100,000



TAPA EMEA's IIS was also notified of a further 16 cargo thefts in September with a loss value of between **€50,000 & €100,000**. The combined total for these crimes was **€1,099,312**. Four IIS product categories suffered two losses each; **Cosmetics & Hygiene, Food & Drink, Furniture/Household Appliances, and Tools/Building Materials**. There were also single incidents involving losses of **Clothing & Footwear, Computers/Laptops and Tobacco** as well as four cases where the goods stolen were classified as either **Miscellaneous or Unspecified**.

### The 10 highest incidents in this loss category were:

- **€95,861** – Beer stolen from a Services 3rd Party Facility in a Theft of Vehicle crime in Northamptonshire, UK, on 23 September. Thieves broke into a secure warehouse to steal the keys for the vehicle before loading it and escaping
- **€95,861** – Another Theft of Vehicle and unspecified cargo in the UK on 17 September in Worcester. Once again, thieves forced their way into a secured yard after cutting the locks on the main gates
- **€93,644** – On 4 September, Tools/ Building Materials were stolen from a truck in a secured parking place in Leicestershire, UK
- **€86,613** – A Theft from Trailer crime in Risley, Cheshire, UK, on 26 September and the loss of Computers/Laptops
- **€80,000** – 800 boxes of coffee machines and hand-held blenders were stolen when thieves targeted a truck parked at a petrol station in Fulda, Germany, on 7 September, cutting open its tarpaulin curtain
- **€74,884** – On 1 September, household goods were taken from two trailers left in an unsecured parking location on an industrial estate in Luton, Bedfordshire, in the UK
- **€72,177** – Fraud and Deception featured in this incident on 25 September when thieves approached a secured and attended truck at a Destination Facility in Enfield, London, UK. Posing as employees from the facility, they persuaded the driver to offload his cargo of Cosmetics & Hygiene products at a different location, from where they were stolen
- **€70,937** – Toddington Motorway Service Area in Bedfordshire, UK, was the scene of several 'curtain cutting' incidents on 6 September as thieves targeted a number of trucks, resulting in the loss of electrical products
- **€60,038** – A Theft from Vehicle and the loss of cleaning machinery on 3 September. The offenders cut the curtain side of a parked and attended truck in an unsecured parking location in Northamptonshire, UK
- **€58,013** – A shipment of deodorants was taken in yet another incident in the UK which involved thieves cutting open the tarpaulin side of a truck in an unsecured parking location. This crime occurred in Worksop, Nottinghamshire, on 8 September

Once again, the latest incident data from TAPA's Incident Information Service highlights the level of risk to high value, theft targeted products while in transit. Over 90% of the newly-recorded cargo crimes in September 2017 involved trucks, and over 76% of these theft reports involved vehicles that had stopped in unsecured parking locations.



**There were another 38 crimes added to the IIS database last month with a loss from €25,000-€50,000, resulting in a total loss in this value range of €1,387,436.**

#### Products stolen included:

- Confectionary
- Glue
- Bicycle parts
- Cigarette papers
- Toothpaste
- Tyres
- Toys
- Perfume
- Kitchen products
- Digital photo frames
- Laptops
- Vacuum cleaners
- Clothing
- Bath and shower products
- Coffee machines
- Deodorant
- Cigarettes
- Boots and shoes

**114 or 69.1% of incidents occurred in the UK**

The majority of cargo crimes reported to TAPA EMEA last month took place in the UK, with the 114 incidents accounting for 69.1% of the monthly total. With no September data from Dutch law enforcement as Vigilant went to

press, the only other country with a double digit rate of incidents was Germany with 23 or 14% of the newly-recorded thefts.

**Losses were reported in 14 TAPA IIS product categories, although only 3 recorded 10 or more losses for the month:**

- Food & Drink – 19 incidents, 11.5% of the monthly total
- Clothing & Footwear – 15 or 9.1%
- Furniture/Household Appliances – 12 or 7.3%

**Two categories once again dominated the Types of Incident and Location data:**

- 128 or 77.7% of crimes in September involved Theft from Vehicle
- 126 or 76.3% of incidents last month occurred when trucks stopped in unsecured parking locations

TAPA members can access further information on these crimes in the Incident Information Service (IIS) database in the password-protected members' section of the Association's website.

PRODUCT CATEGORY	No	%
Unspecified	53	32.2%
Food & Drink	19	11.5%
Miscellaneous	16	9.7%
Clothing & Footwear	15	9.1%
Furniture/Household Appliances	12	7.3%
No Load (Theft of truck and/or trailer)	9	5.5%
Tobacco	9	5.5%
Tools/Building Materials	7	4.2%
Cosmetics & Hygiene	7	4.2%
Car Parts	4	2.4%
Computers/Laptops	3	1.8%
Tyres	3	1.8%
Toys/Games	2	1.2%
Phones	2	1.2%
Pharmaceuticals	2	1.2%
Metal	1	0.6%
Bicycles	1	0.6%

# UNHEALTHY SITUATION

## Pharmaceutical Theft: Don't be lulled into a false sense of security

**Marv Shepherd Ph.D., Professor Emeritus, College of Pharmacy at the University of Texas and President of Partnership for Safe Medicines, looks at the issue of pharmaceutical thefts from supply chains and asks: *do reported losses give a true picture of what's really happening?***

According to a recent *Logistics for Life Science* article, there has been a dramatic decrease in pharmaceutical thefts. The article cites that in 2009 there were 47 large-scale pharmaceutical thefts reported, while in 2016, there were fewer than 15 thefts, the latter resulting in an average loss of \$200,000.

For pharmaceutical executives this may sound like good news – so much so that they may decide

to significantly cut back on their security programmes for the products they ship globally.

However, I would like to be the voice of caution and suggest they reconsider. I believe that the extent of cargo theft is much greater than it appears – and that numbers like the ones above, which validly represent what is reported – are giving pharmaceutical executives a false sense of security.

### The overall issue of cargo theft

The reason I can so confidently make this claim is that I have conducted extensive research on cargo theft over the years, especially in the pharmaceutical industry.

**Back in 2015, for instance, I worked with Sensitech Inc's SensiGuard Supply Chain Intelligence Center (SCIC) to explore how much of a concern is cargo theft to European pharmaceutical companies.**

**We surveyed executives involved in the distribution of products in the pharmaceutical supply chain and discovered:**

- 91% of the executives surveyed consider pharmaceutical cargo theft to be the top threat to their business;
- Over 80% of them feel that the risk of theft had increased over the previous three years;





*‘These opinions clearly indicate that a) pharmaceutical cargo theft is a big threat to business, b) the threat of theft is increasing, and c) it’s increasing significantly’*

• 36% thought there was a significant increase in cargo theft during that time period.

These opinions clearly indicate that a) pharmaceutical cargo theft is a big threat to business, b) the threat of theft is increasing, and c) it’s increasing significantly.

One of the key ways that pharmaceutical companies protect themselves from this threat is through global intelligence education, which includes numbers on reported cargo thefts like the ones mentioned. It also includes alerts on specific hotspots, modus operandi, and types of theft that are occurring where their company’s products are moving throughout the world.

However, there is an increasing issue with getting this intelligence, because for a variety of reasons, there is significant underreporting of pharmaceutical thefts globally.

A recent case in the United States is a perfect example of this. A large food and drug retailer was required to pay a \$3 million settlement for failing to report the theft of drugs. A U. S. Drug Enforcement Administration (DEA) official said that this kind of reporting delay is “alarming.”

**The dichotomy: A big threat, but low numbers reported**

Given the perception of the pharmaceutical executives my team surveyed, many of whom are from some of the largest global companies in Europe, the relatively small number of yearly reported thefts clearly doesn’t represent the true state of the industry.

For instance, there were only 24 European pharmaceutical thefts reported in 2015 according to SensiGuard SCIC reports and analysis, yet recent research points to the fact that the real number of thefts is most likely significantly higher.

Without a clear understanding of how prevalent cargo theft is, pharmaceutical executives may underestimate how critical it is to secure their shipments and they therefore may take fewer precautions to effectively protect their cargo. And, consequently, their biggest concern – theft of product – is indeed becoming a bigger threat.

**Why is there such a gross underreporting?**

When it comes right down to it, the total annual loss of cargo stolen in transit is relatively unknown for two simple reasons. The first one points back to the above example in the United States. For a multitude of reasons, cargo thefts are oftentimes simply not reported, which keeps cargo theft numbers artificially low and demeans the severity of the issue.

There are organisations – like the Drug Enforcement Administration (DEA) in the United States – that enforce, collect, and monitor cargo theft, such as law enforcement, media, governments, or private agencies. If a company that experiences cargo theft does not report or disclose theft to any or all of these entities, then there is no way to track the thefts. Sometimes this failure to report is due to concerns about potential insurance premium increases or brand image damage. Other times it’s simply because of oversight or lack of knowledge concerning the consequences that underreporting can have.

The second reason that the true extent of cargo theft is unknown is because of the fact that the theft of pharmaceuticals is often misreported or categorised as other types of crime. These thefts are often reported as stolen vehicle thefts, theft from vehicles, or just plain theft. Typically, there are no global standards for reporting such thefts, so these kinds of losses are not included in the annual numbers of reported global cargo theft.

Because of these two factors, it is nearly impossible to accurately track actual pharmaceutical thefts. And, without the proper information, the organisations that track, collect, and disseminate the extent of cargo crime cannot intelligently make any recommendations on how to successfully avoid product thefts.

*‘Without a clear understanding of how prevalent cargo theft is, pharmaceutical executives may underestimate how critical it is to secure their shipments and they therefore may take fewer precautions to effectively protect their cargo.’*

## So, seriously – how big of an issue is this?

To gain a better understanding of the extent to which cargo theft underreporting occurs, the SensiGuard SCIC and I once again surveyed this market. We solicited opinions from European pharmaceutical manufacturer security personnel, risk managers, product security representatives, supply chain distribution specialists, insurance experts, and law enforcement.

We wanted to find out the degree to which underreporting occurs and why. Here is what we learned.

**Extent of theft in the industry:** We first explored how much underreporting these executives believe occurs in the pharmaceutical industry from a global perspective.

- Across the board, almost all the executives surveyed agree that underreporting is a significant occurrence. In fact, over 80% of these industry experts believe there is a major-to-moderate problem in the reporting of pharmaceutical thefts. Less than 3% believe there is no problem.
- To put this in perspective, consider the 24 reported thefts of pharmaceutical cargo in Europe in 2015. Almost all (93%) of the executives surveyed believe that the actual number of unreported thefts was at least twice the number of reported crimes reported that year.
- Drilling down deeper, over a third of the respondents stated that the number of unreported thefts was most likely three to five times greater than what was reported.
- Even of more concern, there were over 20% of respondents that believed the actual number of thefts could be five to ten times greater than the 24 reported crimes.
- Based on these findings, a conservative estimate for the actual number of pharmaceutical cargo thefts in 2015 could be anywhere from 72 to 120 incidents.

**Extent of theft within their own companies:** We also asked the pharmaceutical company executives to share the number of thefts that actually occurred in their organisations for the years 2013, 2014, and 2015:

- The vast majority (between 79-100%, depending on the year) reported between 1 and more than 15 cargo thefts each year;
- Of these, approximately 50% said that their companies had between one and five cargo thefts per year;
- The remaining respondents (between 29-50%, depending on the year) experienced between six and more than 15 cargo thefts during this time period.

**Extent of unreported versus misclassified:** To find out more about the reasons underreporting occurs, we asked these executives what they felt occurred more—not reporting cargo thefts or misclassifications:

- For the executives that responded, 69% of the incidents of underreported theft in their companies were cases of not reported incidents and 31% were misclassified or misreported.

- As to frequency, 55% of the incidents of underreporting occurred an estimated 10 or fewer times, with 45% of the underreporting occurring from 11 to more than 40 times per company.

**The reasons behind underreporting:** With this massive extent of underreporting occurring, we explored why it occurs within a company. Here are the top reasons:

- **Company policy:** Many of the executives expressed that many companies do not report crime because of insurance or reputation-related concerns, as earlier discussed;
- **Monetary value of the cargo:** Another key reason is the value of theft was not considered significant, so companies may want to avoid the costly process of reporting the loss;
- **Loss value was below the deductible:** A related reason is the fact that companies once again may want to avoid the cost of submitting an insurance claim for low-valued losses. Over 50% of the companies surveyed set a minimal threshold value that must be met before officially reporting a pharmaceutical theft loss, with the most common threshold set at **€250,000**.

*'Many of the executives expressed that many companies do not report crime because of insurance or reputation-related concerns.'*



**Underreporting: What's real?**

So what is real and what is not when it comes to the theft of pharmaceutical products? We may never know, but it's clear that the actual number of thefts seems to be exponentially higher than those reported on a yearly basis.

**Let's look at what we do know.**

For instance, based on the research, it appears that there could have been anywhere from 72 to 120 incidents of pharmaceutical thefts in Europe in 2015. Even at a low average number of \$200,000 per theft, this would mean a loss to the industry of \$14.4 million to \$24 million in stolen products. And with the probability that losses per theft could be much higher, the value of lost cargo could actually reach into the billions, according to some media reports.

That is much different than the reported 24 thefts in 2015 – which at an average of \$200,000 would only be valued at \$4.8 million.

**Are the risks worth it?**

The results of our underreporting research show that people who work in the pharmaceutical industry in Europe believe that cargo theft underreporting is a problem and it is very prevalent. By not reporting any type of theft, especially significant ones to law enforcement and data monitoring companies, pharmaceutical companies contribute to misinformation and a sense of false security within the industry and to other interested parties, such as insurance companies.

This kind of misreporting may help with short-term goals, but in the end, the costs could be exorbitant.

Given these insights, it would be wise for pharmaceutical companies to reconsider their security measures, especially as criminals are becoming more sophisticated and the theft of pharmaceuticals is more lucrative.



**About the author:**



Marv Shepherd Ph.D., is Professor Emeritus, College of Pharmacy at the University of Texas and President of Partnership for Safe Medicines.

He has conducted research on drug importation, drug counterfeiting and drug diversion for close to 20 years. His research and expertise on drug diversion, importation and drug counterfeiting has been featured on CNN News, NPR Radio: First Edition, Newsweek, Wall Street Journal, Money Magazine, Time Magazine, Prevention Magazine, US News and World Report, New York Times, USA Today, Washington Post, plus many other national newspapers, magazines and television and radio news broadcasts. He has testified before U.S. Congress four times on drug importation, prescription drug diversion and counterfeit drugs.

Dr. Shepherd is currently the President of the Partnership for Safe Medicines, an organisation dedicated to fighting counterfeit medications, drug diversion and informing healthcare professionals and consumers about fake, substandard and diverted drug products.

# vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA

ADVERTISING OPPORTUNITY



## RAISE YOUR PROFILE TO TAPA'S MEMBERS



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

### COST

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

\* Plus VAT where applicable.



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](mailto:info@tapaemea.org)



SETTING THE STANDARD IN SUPPLY CHAIN SECURITY

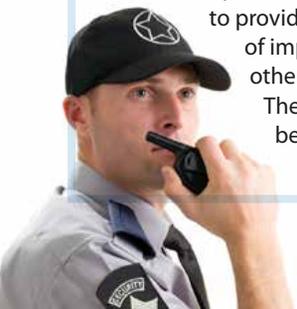


# TAPA NEWS NOTICEBOARD

## Pilot of Guarding Security Standard (GSR)

TAPA APAC is to pilot a new Guarding Security Standard (GSR) commencing in Q4 2017 and into 2018, developed by its Standards Committee in response to requests from members in the region for a standard for Manned Security staff, particularly in developing countries where there are no published guidelines for how to manage manufacturing sites or overall interaction with supply chain security requirements such as C-TPAT, AEO and Aviation Security.

The first phase of the pilot will take place in Malaysia and the GSR will also be tested in other countries such as the Philippines and Hong Kong to see if the standard is practicable, auditable and cost effective. Several Buyers have opted to pilot the Standard to provide measurement of improvements and/or other requirements. The GSR will initially be a self-certification programme.



## APAC delivers 2017 Security Standards training

Over 359 TAPA APAC members were trained in the Association's revised 2017 FSR and TSR Security Standards in the first half of the year with training sessions held in Hong Kong, Singapore, Japan, India, Korea, the Philippines, and Malaysia. Further courses are scheduled in Taipei, Taiwan, as well as for more members in Hong Kong, India and Singapore. TAPA APAC now has a pool of 21 regional trainers.

## New IIS Manager for Asia Pacific

Tyn van Amelsfoort has been appointed Incident Information Service (IIS) manager for TAPA APAC. Tyn is currently Panalpina's Regional Head of Security & Customs for Asia Pacific, based in Hong Kong and is a long-standing member of the Association. In Q4, Tyn will form an IIS Working Group and is looking to recruit volunteers from across Asia Pacific. Anyone interested in joining this group should contact Tyn at [Tyn.VanAmelsfoort@tapa-apac.org](mailto:Tyn.VanAmelsfoort@tapa-apac.org)



## IIS Alert: incident hotspot in Germany

TAPA EMEA has issued an Incident Information Service (IIS) alert for transport companies operating in Germany after 18 trucks had their tarpaulin curtains cut open over the weekend starting 6 October at a parking area in Rhyern-Sud, Hamm in North-Rhine Westphalia. Companies and drivers have been asked to report anything suspicious to local police.



### TAPA APAC Conference in India

Over 150 delegates attended TAPA APAC's latest conference, which took place in Mumbai, India. Special thanks go to the event sponsors: DHL, Microsoft, FWG Malaysia, Amazon, OrionSecure, Checkmate, Global E2C, Axestrack and Netrika Consulting, and to the conference committee for all their hard work.

### TAPA Service Centres across Asia Pacific

The TAPA APAC Board has signed up TAPA Service Centres in Hong Kong, India, Malaysia, Thailand, the Philippines and Nepal to help drive member services locally in each country.

### Local language brochures now online

TAPA APAC brochures and TAPA's Security Standards are now available in Chinese, Japanese and Thai language versions on the TAPA APAC website. This is part of the TAPA APAC Board's commitment to address the needs of local companies operating across the region and will also support TAPA's work with local government and other supply chain security stakeholders.

### Self-Certification drive

In Q4, TAPA APAC will be accelerating its drive to grow FSR and TSR self-certification. This will initially feature the region's Service Centres in Hong Kong and the Philippines, which will be targeting companies in those countries.



### Johannesburg court sentences former SAPS officer to life and 66 years in prison for involvement in truck hijacking

A former officer of the Hawks priority crime investigation unit of the South Africa Police Service (SAPS) has been sentenced to life and 66 years in prison for his part in a truck hijacking and other offences.

Clement Edward Manzini (38) was sentenced on Friday by the Johannesburg High Court. Quoted in the South African media, the Acting National Head of the Hawks, Lieutenant General Yolisa Matakata, said: "Nobody is outside the justice system. Nobody is above the law regardless of who you are. We have shown that against many of the cases that we have dealt with, we have shown it in the past against organised crime, and we will continue to show it again."

The court case stemmed from an incident when Hawks and SAPS police officers responded to information that a group of armed men using a SAPS vehicle were preparing to commit a truck hijacking in the Midrand area. The vehicle was spotted and when attempts were made to stop it, the occupants started firing at the officers and a high speed chase ensued until the fleeing vehicle and its occupants crashed into a ditch. Three of the suspects were arrested and two others died in the shoot-out.

Media reports stated that the deceased suspects were fully dressed in SAPS uniforms while the other three also had some police attire. Officers subsequently seized an R5 rifle, three 9mm pistols, three bullet proof vests, a SAPS hand radio, a bag containing magazines with 225 rounds of ammunition and two jamming devices.



### German-Polish police operation recovers TVs stolen in truck theft

A large-scale police operation on the German-Polish border has resulted in 33 arrests and recovered numerous stolen goods, including 170 flat-screen televisions stolen from a parked truck in Saxony. The operation, targeting stolen vehicles and goods, reportedly included some 800 officers from the German states of Brandenburg, Mecklenburg-Vorpommern and Saxony, supported by Polish police and customs authorities.

### 10 year jail term for 'serial' freight train robber

A man who stole more than 100 pistols from a freight train in the U.S. has been given a 10-year jail sentence in Chicago.

He is said to have handed over the weapons to 'fences' operating on the city's streets. Within days, the pistols were reportedly 'showing up in crime scenes around the city'. The court heard the man was part of a gang of 'serial freight train robbers'. One report stated this was the third theft of guns and automatic rifles in the past three years. Only 19 of the 104 pistols stolen in this case have so far been recovered.





## British government plans lorry park contingency away from major ports if UK leaves EU without a trade deal

The British government has revealed plans to open huge truck parks miles away from major ports to provide customs checks if the UK leaves the European Union without agreeing a trade deal.

Discussing how the UK would cope with the sudden loss of free access to the European market, documents from the Treasury and Department for International Trade include plans to alleviate expected congestion at major ports such as Dover, where trucks carrying goods are currently able to drive on and off ships without customs checks.

According to one national media report, the Treasury document suggests that firms importing products would have a legal obligation to inform customs officials in advance of what they were due to carry into the UK. As for exports, the government's solution seems to be big new lorry parks where vehicles can be checked before heading for port. There would also be a means to confirm the goods had left the UK.

*Vigilant* asked Chrys Rampley, Manager, Infrastructure, Security & Business Affairs at the Road Haulage Association, for her views on the lorry park plan. She commented: "We know there is a shortage of overnight lorry parking provision across the UK. If these suggested inland clearance sites could be multifunctional for customs checks and provide safe and secure overnight parking this will help alleviate some of the capacity shortage currently being experienced. What we need to see is the political 'will' from National and local government to identify and support sites and a system to provide fluid movement. Technology can help but without dedicated sites drivers and their vehicles could be vulnerable to attack and the roads around the ports congested."



The security risk of such a plan was also highlighted by Jason Breakwell, Vice Chair of TAPA EMEA, who said: "I don't see a positive side. Risks are always higher when cargo is not moving. Additional documentation checks or clearances also increase the risk of dishonest insiders having access to shipment data.

"Delays at UK border points could lead to drivers being unable to reach their final destinations and having to take an extra rest. And that's before we consider the economic impact of slower, more complicated supply chains."



## TAPA AMERICAS to honour law enforcement at its December conference in North Carolina

Update by Cindy Rosen, Executive Director, TAPA AMERICAS

Each year, TAPA AMERICAS hosts its 'Annual Law Enforcement Conference/T3 Meeting' which, this December, takes place in Greensboro, North Carolina.

TAPA AMERICAS is pleased to work with local, state, national, and international law enforcement agencies in support of law enforcement's critical role in the success of ensuring a secure supply chain. The meeting agenda highlights cutting-edge initiatives, presentations, and demonstrations of best practices in the mitigation, investigation, and recovery efforts related to cargo theft. Conference presenters include the Georgia Bureau of Investigations, Nationwide Cargo Theft Task Forces, and leaders in corporate global security.

The event will once again provide a perfect opportunity for TAPA AMERICAS' law enforcement recognition committee to acknowledge police officers and supply chain security agents who have made significant contributions to supply chain investigations. The Committee review submissions and determines the winners based on their outstanding investigative techniques, industry collaboration, initiative, and efforts that are exceptionally above and beyond traditional job duties within the previous 18 months.

Moreover, in appreciation of the efforts of law enforcement and the excellent work they do to investigate cargo crime, TAPA hosts a silent auction, the proceeds of which are donated to the not-for-profit North Carolina State Highway Patrol Caisson Unit. The Unit serves North Carolina and its bordering states of Georgia, South Carolina, Tennessee, and Virginia during a time of loss of fallen Emergency Personnel, North Carolina Governors, and other Incumbent Members of the State. This service symbolises the gratitude of all citizens of North Carolina to the deceased's family.

## Truckers warned to 'stay within the law' after arrest of driver with €6 stun gun

A UK judge has warned truck drivers trying to protect themselves that they must stay within the law after a Polish driver was caught with an 8,000 volt stun gun at a Motorway Service Area, claiming it was to defend himself against migrants targeting vehicles in Calais.

The driver, who was given a two-year conditional discharge, said he had bought the stun gun for some €6 from a market stall in Poland. He was originally charged with having a firearm disguised as another object, which carries a five-year prison sentence in the UK. An officer discovered the weapon during a routine tachograph check after picking up what he thought was a torch and receiving a mild electric shock.





**THANK YOU...**

**FOR HELPING US  
MAKE HISTORY**

**TAPA AMERICAS, TAPA APAC and TAPA EMEA wish to thank all of our sponsors and exhibitors for their support of our 20th Anniversary Global Conference in London.**

Together we've made history by delivering the world's biggest-ever conference for Supply Chain Security Experts, taking our more than 500 delegates on a journey into the future of supply chains and supply chain security.

Thank you for your outstanding support. See you in the future.

GOLD SPONSOR



**SAMSUNG SDS**

SILVER SPONSOR



**SETTING THE STANDARD IN SUPPLY CHAIN SECURITY**



# TAPA

Transported Asset Protection Association

- amazon Ario. ALHA group AIG ASSA ABLOY AVIGILON™
- bta technology BOEKESTIJN TRANSPORT SERVICE bsi. CargoGuard CENTGUARD SHIPPING WITH INTELLIGENCE CSM Continental Security Management GmbH
- Genetec GEUTEBRUCK GGL SECURITY H.ESSERS WAREHOUSING • TRANSPORT • SYSTEMS Johnson Controls LOG-IN CZ
- MAPLE PRESILOR MEGA FORTRIS SECURITY GROUP MULTIPROTEXION SECURITY & TELEMATICS nic+place PEGASUS Integrated Solutions Ltd
- RSA SIBS Security & Safety Products SENSITECH United Technologies SUPPLY CHAIN VISIBILITY THE CARGO SECURITY COMPANY™ WABCO

# STANDARDS FAQs #3



## 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 recent months we have received multiple questions about FSR 2017 requirement 1.5.1, which states:

*Personal vehicles only permitted to shipping and receiving areas if pre-approved and restricted to signed/designated parking areas. No personal parking within 25m walking distance to dock areas. The processes for the preapproval and restrictions to be documented*

This month we summarise three typical questions received on this requirement.

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

*What are my options if I need to allow parking in the 25m zone?*

**Answer:** If cars cannot be relocated outside the 25m zone then a Waiver Request must be submitted and approved by TAPA. The Waiver Request must contain mitigation actions that reduce risk of personnel accessing cars from the adjacent shipping/receiving areas.

#### Question 2

*We cannot comply with requirement 1.5.1 and will need to request a waiver. Can you give some advice of what should be included in the waiver request?*

**Answer:** Each waiver request is specific to the site requesting it, so what works for one location may or may not be a practical solution at another site. Here are some ideas based on previous waiver request history:

- Provide a detailed drawing and/or images of the external shipping/receiving and parking area
- Mark the drawing with information you think will help TAPA process your waiver request

- Increasing the distance from parking area to dock by constructing small barriers to increase the pedestrian walking distance
- Implementing a robust reserved permit parking for spaces nearest the docks (within 25m)
- Implement a preferred parking scheme for those cars entering the 25m zone. For example, restrict to senior managers who generally do not need warehouse access. Make sure the signage makes it clear that these spaces are reserved
- Additional CCTV coverage where this makes sense
- Are additional access controls/procedures needed in the dock/parking area?
- Is additional signage needed?
- Enforcement policy of keeping doors closed when not in use

#### Question 3

*For 1.5.1 I have no options to restrict parking, we need the parking spaces. Why is a waiver for 1.5.1 required if I think there are no risks? The FSR says "permitted to shipping and receiving areas if pre-approved and restricted to signed/designated parking areas". We do all this already so we do not see why a waiver is also needed?*

**Answer:** 1.5.1 is actually 2 requirements:

1. "Personal vehicles only permitted to shipping and receiving areas if pre-approved and restricted to signed/designated parking areas."
2. "No personal parking within 25m walking distance to dock areas."

Compliance with the first part but non-compliance with the 2nd part automatically requires a waiver to be submitted and approved.



References: FSR 2017 Questions 1-3

FSR 2017 Question 2				
Section		A	B	C
1	Perimeter Procedures			
1.5.1	Personal vehicles only permitted to shipping and receiving areas if pre-approved and restricted to signed/designated parking areas. No personal parking within 25m walking distance to dock areas. The processes for the preapproval and restrictions to be documented.	✓	✓	✓

**Section 8: Waivers Overview:** A waiver is a written approval granted to either exempt a facility from a specific TAPA requirement or to accept an alternative compliance solution. A waiver may be requested if an LSP/Applicant cannot meet a specific requirement in the FSR and can justify alternative measures. Waivers are valid for the period of the certification. All waiver requests for a specific security requirement (either in part of whole) must be submitted via a TAPA Waiver Request form to the Independent Audit Body (IAB)/Authorized Auditor (AA) by the LSP/Applicant (See FSR 2017 appendix B: TAPA Waiver Request form). The requesting LSP/Applicant takes full responsibility for the accuracy of information provided in the waiver request.

# TAPA AND INDUSTRY *events...*

## NOVEMBER

01-02	<b>Infosecurity</b> Utrecht (NL) <a href="https://www.infosecurity.nl/">https://www.infosecurity.nl/</a>
06-08	<b>Fire, Safety &amp; Security</b> Algiers (DZ) <a href="http://new-fields.com/7th-afss-expo">http://new-fields.com/7th-afss-expo</a>
07-08	<b>Logistik &amp; Transport</b> Gothenburg (SE) <a href="https://logistik.to/">https://logistik.to/</a>
07-08	<b>Madrid Logistics &amp; Distribution</b> Madrid (ES) <a href="http://www.easyfairs.com">http://www.easyfairs.com</a>
07-08	<b>RSA</b> Abu Dhabi (AE) <a href="https://www.rsaconference.com/events/ad17">https://www.rsaconference.com/events/ad17</a>
07-08	<b>Supply Chain Event</b> Paris (FR) <a href="https://www.supplychain-event.com/en/">https://www.supplychain-event.com/en/</a>
07-09	<b>Securexpo</b> Nairobi (KE) <a href="https://www.securexpoeastfrica.com/">https://www.securexpoeastfrica.com/</a>
07-09	<b>Securika</b> St. Petersburg (RU) <a href="http://www.securika-spb.ru/en-GB">http://www.securika-spb.ru/en-GB</a>
08-10	<b>Trans Poland</b> Warsaw (PL) <a href="http://trans-poland.pl/Home">http://trans-poland.pl/Home</a>
09-10	<b>TUYAK</b> Istanbul (TR) <a href="http://www.tuyak.org.tr/">http://www.tuyak.org.tr/</a>
14	<b>TAPA EMEA Regional Conference South Africa</b> Johannesburg For information: <a href="mailto:andre.duvenage@securelogistics.co.za">andre.duvenage@securelogistics.co.za</a>
14-17	<b>Sicherheit</b> Zurich (CH) <a href="http://www.sicherheit-messe.ch/html/messe-startseite.htm?langset=en">http://www.sicherheit-messe.ch/html/messe-startseite.htm?langset=en</a>
15-17	<b>Logitrans</b> Istanbul (TR) <a href="http://english.logitrans.com.tr/index.php">http://english.logitrans.com.tr/index.php</a>
15-17	<b>Sicurezza</b> Milan (IT) <a href="http://www.sicurezza.it/">http://www.sicurezza.it/</a>



## NOVEMBER

16-19	<b>Suisse Transport</b> Bern (CH) <a href="https://www.transport-ch.com/accueil.html">https://www.transport-ch.com/accueil.html</a>
16-19	<b>Transpo Tech</b> Cairo (EG) <a href="http://www.transpotech-eg.com/">http://www.transpotech-eg.com/</a>
21-22	<b>Sectech</b> Stockholm (SE) <a href="http://www.securityworldmarket.com/sectech/">http://www.securityworldmarket.com/sectech/</a>
21-25	<b>Solutrans</b> Lyon (FR) <a href="https://www.solutrans.fr/">https://www.solutrans.fr/</a>
28-30	<b>Intermodal Europe</b> Amsterdam (NL) <a href="http://www.intermodal-events.com/">http://www.intermodal-events.com/</a>
28-30	<b>Logistica</b> Utrecht (NL) <a href="http://www.logistica-online.nl/nl-NL/Bezoeker.aspx">http://www.logistica-online.nl/nl-NL/Bezoeker.aspx</a>
29-30	<b>UK Security Expo 2017</b> London (GB) <a href="https://www.uksecurityexpo.com/">https://www.uksecurityexpo.com/</a>

## DECEMBER

03-05	<b>MEFSEC</b> Cairo (EG) <a href="https://www.mefsec.com/en/Home.html">https://www.mefsec.com/en/Home.html</a>
04-06	<b>GulfTraffic</b> Dubai (AE) <a href="https://www.gulftraffic.com/en/home.html">https://www.gulftraffic.com/en/home.html</a>
04-07	<b>Black Hat Europe</b> London (GB) <a href="http://www.blackhat.com">http://www.blackhat.com</a>
05-06	<b>TOC Container Supply Chain</b> Durban (ZA) <a href="http://www.toc-events-africa.com">http://www.toc-events-africa.com</a>
05-07	<b>Saudi TransTec</b> Dammam (SA) <a href="http://www.sauditransotec.com">http://www.sauditransotec.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)



### Time's running out to attend TAPA's regional conference in South Africa

Places are still available for anyone who wishes to attend TAPA's regional conference in South Africa on 14 November 2017.

The agenda for the one-day event at Emperors Palace, Johannesburg, includes:

- Keynote presentation: Contextualising violent crime in South Africa

Professor Zinn, Policing & Forensic Investigation, University of South Africa

- TAPA Security Standards changes 2014 to 2017 – FSR & TSR

Paul Linders, TAPA EMEA Board of Directors

- A global perspective on seafreight movements and piracy challenges

Andrew Walker, Regional Loss Control Engineering Manager – Africa & Middle East, AIG

- The convergence of cyber and physical security in supply chain operations

Roger Truebody, Senior Manager, Risk Advisory, Security, Privacy & Resilience, Deloitte South Africa

- Safe route parking on the N3 corridor

Fred Kleynhans, CEO, Zimele Investment Enterprise Company and Phambili Gama, MD, Zimele Truck Stop Enterprises

- The psychology of poor risk management

Andre Du Venage, CEO, Secure Logistics

### How to book

The conference is free of charge to TAPA members. The cost for non-members is R1500 plus VAT.

To book, contact [dominique@technews.co.za](mailto:dominique@technews.co.za) or call +27 (0) 11 543 5800.

# SEE IT SEND IT



If you see a cargo crime incident reported in the media, just take a second and send the news link to [iis@tapaemea.org](mailto:iis@tapaemea.org)



# Thank you.



**Thanks to TAPA, Wally is safer on Europe's roads.**

We are proud to be a member of such a professional, influential and growing Association, which continues to inspire and drive supply chain security excellence.

Congratulations to the entire TAPA family for 20 years of continuous improvement. We're with you all the way.



[www.wallenborn.com](http://www.wallenborn.com)