

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA

PEOPLE POWER

Is TAPA's approach of encouraging a community response to cargo crime making supply chains safer in Italy?

Page 3: A snapshot of the 2016 cargo crime headlines in EMEA

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TRANSPORTED ASSET PROTECTION ASSOCIATION

welcome

DEALING WITH THE THREAT OF RISING CARGO CRIME



No TAPA EMEA members will be surprised by the cargo crime statistics released this month in our Incident Information Service (IIS) Annual Report for 2016 but to the outside world, and certainly for companies in EMEA, it is a shocking reminder of the level of threat now facing all supply chain stakeholders.

I just want to pick out a few facts for the EMEA region:

- 2,611 crimes in 12 months, over five a day and 72.3% higher than in 2015
- €77.6 million – the total loss for just the 43.5% of crimes reporting a value
- 133 major thefts with a value of more than €100,000
- €351,031 – the average loss for major freight thefts in 2016
- Incidents recorded in 34 countries across EMEA
- 1,063 attacks, 40.7% of the total, targeted trucks parked in unsecured parking locations
- 1,584 crimes involved Theft from Vehicle, 60.7% of the annual total

I am pleased to say that less than 10% of the crimes recorded in the TAPA IIS database in EMEA are reported by TAPA members. This is a clear reminder that our members' supply chains are arguably the most resilient in the industry – and that is no accident. Our Manufacturer and Logistics Service Provider members already have well structured, in-house security programmes in place. By then overlaying this with the benefits of TAPA membership, they are at the leading edge of supply chain security.

The statistics, of course, leave no room for complacency and that is why we are doing more than ever as an Association. 2017 will see the launch of our newly-revised FSR and TSR Security Standards on 1 July and these have already been circulated to all members to give them time to prepare their certification programmes. This is being supported by a major training programme across EMEA using newly-created materials. Through our Ambassador programmes, we are also starting to create a network of TAPA members to help us in countries where we need to increase the level of incident intelligence we

receive, and we are pressing ahead with our new Parking Security Requirements to create a network of secure parking sites across Europe.

It is this proactive approach that makes TAPA such a respected and valued partner for other stakeholders. We are constantly looking to do more to help our members manage risk and to reduce the threat of cargo theft. It is this reputation that encourages law enforcement agencies and other bodies to work with us. In this issue of *Vigilant*, we have another perfect example of this; DG MOVE's decision to award a contract to TAPA EMEA and the Cross-border Research Association (CBRA) to develop a security toolkit for fighting crime and terrorism on European roads. This project is already under way and will be completed in July.

Next month, our focus will be very much on the Italian market with both our main conference and a regional conference in Milan that will address a total audience of over 400 people. Italy is one of the countries where we need to grow our profile in order to gain more cargo crime intelligence and in this issue we look at the positive work being undertaken by our Italian Working Group in support of our objectives.

We are also working hard on preparations for TAPA's 20th Anniversary Conference in London in October. You will read that we are inviting all members to put forward their ideas for the agenda, which will focus on the new challenges we see for supply chain security in the years ahead and how we as an Association need to react. This promises to be the biggest event in our history so if you feel strongly that a specific topic should be on the agenda, please let us know.

I look forward to seeing you in Milan.



Thorsten Neumann
Chairman

TAPA
Transported Asset Protection Association



2,611 Number of cargo crimes reported to TAPA's IIS in EMEA - up 72.3% over the 1,515 thefts in 2015

34

Number of countries in the EMEA region reporting cargo theft incidents in 2016

€68,359 Average loss in 2016 for cargo thefts with a value

133

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



10.6%

Food & Drink was the IIS product category with most thefts, 276 in total or 10.6% of all crimes

43.5% Of crimes provided a loss value

€77,655,411

Total loss for all crimes reporting a value

1,188

The United Kingdom recorded the highest number of cargo crimes – 1,188, 45.4% of the annual total and a 223.7% YoY rise

86.5%

Of crimes occurred in just 4 countries; UK, Netherlands, Germany and Sweden

€4,000,000

Biggest single loss: Internal theft on 11 July when a security driver driving an armoured vehicle in Arezzo, Italy, stole the vehicle and its cargo of Jewellery/Precious Metals



Number of TAPA IIS product categories recording losses

18

60.7%

Of reported incidents involved Theft from Vehicle, 1,584 crimes in total

90% Year-on-year increase in crimes with losses over €100K

€46,687,214

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

X12

Recorded crimes rose every month in 2016 versus 2015, with monthly increases of between 31.8% and 167.6%

€29,741

The equivalent average loss for all 2,611 incidents in 2016

€351,031

Average loss for the 133 major cargo crimes in EMEA

87

Or 3.4% of recorded crimes were classified as Violent or Threat with Violence

1,063

Of the freight theft incidents in EMEA took place in Unsecured Parking locations, 40.7% of the total

91.2%

Of crimes occurred in just 6 countries; UK, Netherlands, Germany, Sweden, Russia and Italy

ROAD RISK

TAPA EMEA and the Cross-border Research Association (CBRA) have been awarded a contract by the Directorate-General for Mobility and Transport of the European Commission (DG MOVE) to develop a security toolkit for fighting crime and terrorism on European roads.





In a communication to stakeholders, DG MOVE explained why the new initiative is necessary: "One of the European Commission's transport security objectives is to contribute to improving supply chain security within the EU and specifically commercial road freight transport. This includes better ensuring the protection of transport workers from organised criminal attacks and security incidents. Road freight transport currently faces a number of risks. The first problem is that of cargo theft which suffers from a high incidence of thefts compared with other transport modes and can include the theft of the vehicle in addition to the cargo. The second is the impact of the unprecedented migratory and refugee crisis in the EU has had on freight transport operations crossing Member State borders due to the high numbers of migrants clandestinely boarding lorries in order to smuggle themselves across borders.

"In both cases drivers have been seriously affected both physically and psychologically. In addition, there has been a significant cost in terms of delayed, damaged or lost shipments with cargo theft alone constituting an on-going multi-billion euro annual loss to the sector. This has been compounded over the last year by the imposition of temporary checks at a number of intra-Schengen borders in order to better detect and disrupt the flow of irregular migrants. A third and more recent concern is the use of lorries by terrorists as weapons. DG MOVE has therefore commissioned a project to develop



a security toolkit for the road freight transport sector within the EU, which will contain comprehensive, consistent and good practice operational guidance to help address these risks."

[Vigilant invited Juha Hintsa, PhD, Senior researcher and CBRA's Director of Supply Chain Security and Trade Facilitation to tell us more...](#)

The European trucking sector faces many security threats today. While cargo theft continues to be a multi-billion-euro problem for the European transport sector, irregular migration poses another major security risk to international trucking operations: growing numbers of migrants are boarding trucks clandestinely to cross borders. The most alarming trend in the European road transport sector is terrorism. Terrorists have turned heavy vehicles into weapons by hijacking and driving them into crowds, as demonstrated in

recent attacks in Nice and Berlin.

The new toolkit commissioned by DG MOVE will provide clear operational guidance to help European truck drivers, haulage companies and other key stakeholders to address cargo theft, robberies, irregular migration, and terrorism on European roads. This project, entitled "ROADSEC", will be completed by the end of July 2017.

State-of-the-art security practices

The new toolkit will:

- Complement and build on existing security guidance and standards that TAPA EMEA and other European and national organisations have published over the past years
- Update and upgrade contemporary good security practices that are rapidly becoming outdated amid a constantly evolving risk landscape, emerging technologies, and regulatory changes
- Provide clear and commonsense guidance that is designed to reach and resonate with its truck driver audience

The project will not only summarise good practices on how to secure freight on wheels, it also seeks to build security awareness and culture across the entire community of several million truck drivers who transport goods in Europe.

The toolkit's primary audience are the truck drivers who are on the frontline in terms of combatting crime and terrorism in the road transport sector. Nevertheless, the toolkit also encompasses more general security guidance for a broader audience of road transport stakeholders, including fleet managers, cargo owners, and police and customs authorities.

This will cover the key themes of driver security and safety, incident reporting, secure parking, and hand-over practicalities – in addition to other topics that will be discovered and detailed during the next 1-2 months.



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ROAD RISK: *Continued from page 5*

Consultation with road transport security experts

Since the project's start in early January 2017, the project team has been busy collecting existing guidebooks, policies, standards and other relevant documents that could be used to produce the new security toolkit for the European road transport sector. We want to study all available materials – European and national – so that we can produce the best possible synthesis of security practices for protecting people, cargo, and trucks from crime and terrorism.

So far, the project team has been in contact with the International Road Transport Union (IRU), European Shippers' Council (ESC), European Traffic Police Network (TISPOL), European Organisation for Forwarding and Logistics (CLECAT), the United Nations' Economic Commission for Europe (UNECE), PostEurop, and European Commission DG TAXUD. Later in the spring, this will be extended to collect the further views of key experts in logistics security. The project will also be the subject of a workshop during TAPA EMEA's conference in Milan on 15 & 16 March 2017. In addition, we intend to engage with individual transport companies, truck manufacturers and the insurance sector in order to discover all possible inputs for the upcoming guidebook.

If you want to share your insight or learn more about the study, please email juha@cross-border.org, or, call +41-76-5890967



About CBRA

The Cross-border Research Association (CBRA), established in Lausanne, Switzerland, in 2005, is an independent research entity focusing on advanced supply chain, supply chain security, e-customs, customs risk management and public-private interface research on a global scale. The CBRA research team carries out survey and case study work, cost-benefit analysis, various forms of modelling and theory development and other research tasks within the core domains. CBRA works with both public sector and private sector actors, while carrying out this research - for the benefit of business and government practitioners, policy makers and academics alike.

www.cross-border.org

NaVCIS shares intelligence on Theft from Moving Vehicle incidents in France, Belgium and Sweden in recent months

NaVCIS, the National Vehicle Crime Intelligence Service, in the UK has notified TAPA EMEA's Incident Information Service (IIS) of a series of Theft from Moving Vehicle crimes that have taken place in recent months involving Romanian and Lithuanian freight crime gangs.

Three attacks occurred in October and November in Bussy, Paris. HGV's with rigid trailers carrying IT products were targeted on a straight run without stops from the warehouse

to a customer facility. Once the attacks were identified, NaVCIS says the targeted company began using security escorts for its trucks and the attacks stopped.

On 30 November last year, another incident was reported involving trucks moving goods from a warehouse in Aalst, Belgium. Carriers were advised to vary their straight runs but one company that failed to take this advice suffered a £124,000 loss of technology products. Following the typical M.O. for such crimes, offenders followed the HGV and, while moving, climbed out from their car sunroof onto the rear of the semi-trailer to cut open the back doors to the truck to steal the goods onboard, throwing them to accomplice vehicles behind the truck. Once again, the

introduction of escort security vehicles stopped further attacks from occurring.

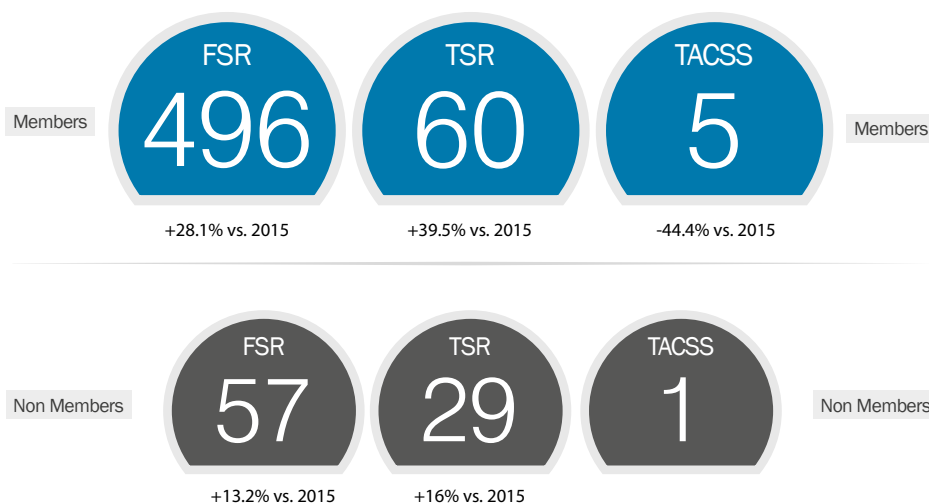
On 23 January 2017, a similar theft was reported in Jordbro, Sweden. In this incident, the truck driver identified the vehicles involved, which included a black BMW and a red Volkswagen car. NaVCIS reports that previous incidents in France and Belgium have recorded seeing a vehicle with Irish number plates.

NaVCIS states: 'These offences are organised and offenders do intelligence gathering on companies, locations and routes taken by HGVs before trying the attacks. They are EU and UK-based and will travel long distances to carry out attacks. IT products seem to be the products targeted.'

FSR AND TSR CERTIFICATIONS CONTINUE TO CLIMB IN EMEA

TOTAL TAPA FSR, TSR & TACSS CERTIFICATIONS

CURRENT STATUS OF TAPA EMEA CERTIFICATIONS



TOP 5 COUNTRIES IN EMEA FOR TSR CERTIFICATIONS

1.	Netherlands – 38 (23 members/15 non-members)
2.	Germany – 9 (7/2)
3.	United Kingdom – 6 (all members)
4.	Italy – 6 (2/4)
5.	Belgium – 4 (3/1)

TOP 10 COUNTRIES IN EMEA FOR FSR CERTIFICATIONS

1.	Netherlands – 91 (69 members/22 non-members)
2.	United Kingdom – 66 (64/2)
3.	Italy – 51 (46/5)
4.	Spain – 38 (32/6)
5.	Germany – 28 (25/3)
6.	United Arab Emirates – 28 (23/5)
7.	France – 19 (18/1)
8.	Turkey – 18 (16/2)
9.	Ireland – 17 (all members)
10.	Belgium – 16 (all members)

TAPA EMEA members continued to increase their adoption of the Association's Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) in 2016.

For the year as a whole, FSR certified member locations rose from 387 at the end of 2015 to 496, a year-on-year increase of 28.1%. Although significantly smaller in number, the total of 60 TSR certifications held by TAPA EMEA members was still a positive 39.5% rise on the previous year. The TAPA Air Cargo Security Standards (TACSS), which are going to be adopted as part of FSR when the 2017 versions of TAPA's Security Standards go 'live' in July, fell from nine to five year-on-year.

The implementation of TAPA Standards by non-members also reported gains. At the end of 2016, 57 non-members held TAPA FSR certifications, a 13.2% rise YoY, and there

were four more TSR certifications, taking the total to 29, up 16%. There was also one TACSS certification by a non-member.

Data for Q4 2016 shows:

- 37 new FSR certifications
- 7 more TSR certifications
- 19 companies in EMEA starting or increasing their level of FSR/TSR certifications
- New TAPA-certified facilities or trucking operations in 18 countries across the region.

In the last quarter of the year, TAPA awarded certifications to companies in:

- | | |
|------------------|------------------|
| • Belgium | • Netherlands |
| • Czech Republic | • Nigeria |
| • France | • Portugal |
| • Germany | • Romania |
| • Hungary | • Senegal |
| • Ireland | • South Africa |
| • Italy | • Sweden |
| • Montenegro | • Turkey |
| • Morocco | • United Kingdom |
| • Mozambique | |

19 companies in 18 countries across the EMEA region gained TAPA FSR or TSR certifications in Q4 2016, supporting the annual growth of both TAPA Security Standards.

This month, TAPA members have received copies of the revised 2017 Security Standards, five months ahead of their 'go live' date on 1 July. This is to help companies planning to begin their certification programmes this year as well as those increasing their adoption of FSR and TSR. TAPA has also published its 2017 training schedule which includes a total of 22 courses, including local language trainings in French, German and Italian.

During 2017, TAPA EMEA will deliver training in Austria, Belgium, France, Germany, Italy, the Netherlands, Norway, Poland, Portugal, South

Africa, Sweden, the United Arab Emirates and United Kingdom. An online refresher course for those eligible is also scheduled in June. New and improved training materials have also been developed to support the 2017 programme.



TAPA EMEA Standards Lead, Mark Gruentjes, said: "We are doing everything possible to support the growth of FSR and TSR certifications across EMEA. This obviously includes the

revised 2017 Standards which incorporate improvements suggested by our global members, the early release of the Standards to help companies prepare in advance for when they go live, and a big multi-lingual training programme with courses in Europe, the Middle East and Africa. We know many companies have been waiting for the new versions of FSR and TSR before stepping up their certification programmes so everything is in place to help them."

TAPA EMEA's next Certification Bulletin in mid-April will review Q1 2017.

TAPA EMEA members can register for training courses on the Association's website.

STEP UP & STAND OUT

LATEST FSR, TSR AND TACSS SECURITY CERTIFICATIONS

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

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 certification, may have been completed by an in-house TAPA-trained person.



FSR	Company Name	Country	City	Class
FSR	Alloga UK Limited	GB	South Normanton	A
FSR	ANOVO, an Ingram Micro Company	FR	Montauban	C
FSR	DB Schenker & Air Terminal Handling	FR	Roissy CDG	A
FSR	DHL Express (Norway) AS	NO	Bergen	C
FSR	DHL Express (Italy) Srl - Gateway & Terminal Ancona	IT	Falconara Marittima	A
FSR	DHL Express (Italy) Srl - Gateway Venezia	IT	Tessera	A
FSR	DHL Express (Italy) Srl - Hub & Terminal Carpiano	IT	Carpiano	A
FSR	DHL Global Forwarding (Netherlands) B.V.	NL	Schiphol	A
FSR	DPDgroup UK Ltd	GB	Oldbury	C
FSR	DPDgroup UK Ltd	GB	Liverpool	C
FSR	Gebrüder Weiss EOOD	BG	Musachevo	B
FSR	Gebrüder Weiss GmbH	AT	Maria-Lanzendorf	A
FSR	Geodis Freight Forwarding LLC	AE	Dubai	A
FSR	Geodis Wilson Belgium NV	BE	Schoten	C
FSR	Kuehne + Nagel Logistics B.V.	NL	Duiven	A
FSR	Schenker Deutschland AG	DE	Hagen	A
FSR	Schenker s.r.o.	SK	Bratislava	A
TSR	Company Name	Country	Category	
TSR	Mark Priestley SDT	GB	Level 1 / Category Small	
TSR	Polar Special B.V.	NL	Level 2 / Category Small	
TSR	SC Vio Transgrup SRL	RO	Level 1 / Category Small	
TSR	Schmechel Transport GmbH	DE	Level 1 / Category Large	


**KEEP
SECURE
AND
GET
CERTIFIED**

TAPA EMEA - 2017 TRAINING COURSE SCHEDULE

Note: All training courses are in English unless stated

Course	Location	Date
2017 FSR Training - United Kingdom	Cambridge, UK	5 & 6 April
2017 TSR Training - Germany	Emmerich, Germany	26 & 27 April
2017 FSR Training - South Africa	Johannesburg, South Africa	9 & 10 May
2017 FSR Training - United Arab Emirates	Dubai, UAE	10 & 11 May
2017 TSR Training - South Africa	Johannesburg, South Africa	11 & 12 May
2017 FSR Training - Austria	Vienna, Austria	17 & 18 May
2017 Online Refresher Training	n/a	1 June
2017 FSR Training - Italy (in Italian language)	Milan, Italy	7 & 8 June
2017 FSR & TSR Combined Training - Germany (in German language)	Ladbergen, Germany	20, 21 & 22 June
2017 FSR Training - The Netherlands	Amsterdam, Netherlands	28 & 29 June
2017 FSR Training - Germany	Frankfurt, Germany	10 & 11 July
2017 TSR Training - Germany	Frankfurt, Germany	12 & 13 July
2017 FSR Training - Portugal	Lisbon, Portugal	9 & 10 August
2017 TSR Training - United Kingdom	London, UK	23 & 24 August
2017 TSR Training - Belgium	Genk, Belgium	6 & 7 September
2017 FSR Training - Poland	Wroclaw, Poland	13 & 14 September
2017 TSR Training - Italy (in Italian language)	TBC	27 & 28 September
2017 FSR Training - France (in French language)	Saran, France	11 & 12 October
2017 FSR Training - Sweden	Stockholm, Sweden	18 & 19 October
2017 TSR Training - The Netherlands	Mijdrecht, Netherlands	8 & 9 November
2017 TSR Training France (in French language)	TBC	15 & 16 November
2017 TSR Training - Norway	Oslo, Norway	22 & 23 November

WE'RE LOOKING FOR VOLUNTEERS TO HELP TAPA EMEA'S MEMBERS...



TAPA EMEA is responding to the continuous rise in cargo crime across EMEA with new initiatives to help its members keep their supply chains and employees safe.

Do you want to help make a difference?

We need volunteers to act as TAPA EMEA Ambassadors to support the gathering of cargo theft intelligence at a local and national level as well as the creation of a new secure parking network in Europe. You must be able to:

- Identify and share cargo crime intelligence in your local country?
- Act as a Secure Parking Ambassador to help identify suitable parking locations in your country and be a liaison point for local Parking Place Owners?

If you want to find out more or simply volunteer to help, contact info@tapaemea.org



TAPA@20 LONDON

JOIN THE DEBATE

What does the future have in store for supply chain security? What new risks will be facing TAPA members in the years ahead – and what must our Association do to remain relevant and effective?

TAPA's 20th Anniversary Conference in London on 25 & 26 October 2017 will look into the future and you can help to shape the debate. Tell us what you think should be on the agenda.

These are just some of the topics currently being considered:

- Supportive/disruptive technological advances
- Major shifts in supply chain structures and practices
- New threats from cybercrime
- How will driverless trucks, 3D printing and drones impact supply chain security
- Should the remit of TAPA's Security Standards be expanded?
- TAPA's future relevance to regulators and lawmakers

- How will law enforcement agencies develop their approach to cargo crime
- TAPA's long-term vision

Have your say now. Send your ideas for the conference agenda to info@tapaemea.org



Read some more of your suggestions for topics in the March 2017 issue of *Vigilant*.

IS ITALY WINNING THE FIGHT AGAINST CARGO CRIME?



For a number of years, the jury has been out as to the level of cargo crime in Italy.

While a high percentage of attacks on the supply chain are violent incidents involving major losses, the actual number of freight thefts reported in Italy remains only a fraction of the level suffered by many of its European neighbours. Still, however, many supply chain security professionals believe the number of losses in Italy reported to TAPA's Incident Information Service (IIS) give only a partial picture of what's happening across the country.

TAPA hopes to gain a better insight into the scale of the problem in March when its first conference of 2017 takes place in Milan and is followed by an Italian regional conference, bringing together a total audience of over 400 stakeholders from manufacturers, logistics service providers, law enforcement agencies (LEAs) and the insurance community.

So, what do we know currently?

In 2016, Italy was the country with the fifth highest number of cargo crimes reported to TAPA in the EMEA region. Its 60 recorded

incidents, however, almost pale into insignificance when compared to the 1,188 freight thefts in the UK, 572 incidents in the Netherlands and 304 and 196 losses reported in Germany and Sweden respectively. Thefts from supply chains in Italy though are not insignificant. Italy recorded the third highest number of major crimes – incidents with a value

of €100,000 or more – and the total loss for the 51.7% of reported incidents with a value was €8,434,751, the second highest in EMEA, producing an average loss of €272,088.

With such high values of products being lost in Italy and with a known fraternity of organised criminals, it is difficult to accept that the 60 cargo thefts in 2016 tell the full story. *Vigilant* spoke to Franco Fantozzi (above, right), Lead of TAPA's Italian Working Group to get a local perspective. He is in the group of people who believe freight crimes in Italy remain underreported.

'Italian companies accept that cargo crime in Italy is a severe problem and for this reason the recourse to higher level security measures is increasing, such as the use of seals, geofencing, cargo monitoring systems and armed escorts.'

"According to the latest figures from LEAs, it seems that the cargo crime phenomenon is decreasing but I think it is still underreported by TAPA members. Italian companies accept that cargo crime in Italy is a severe problem and for this reason the recourse to higher level security measures is increasing, such as the use of seals, geofencing, cargo monitoring systems



and armed escorts. There is also an increase in the number of companies requesting that their transportation partner is TAPA-certified or is at least aligned with TAPA Standards," he says.

The TAPA Italian Working Group has been steadily building relationships with all stakeholders over more than two years and also helping to raise the Association's profile within the industry nationally and with law enforcement agencies. The regional conference in Milan next month will be the third to have taken place in Italy in the past four years and the events have each attracted between 100-200 delegates. Building a better understanding with LEAs is a critical step in helping to tackle cargo crime and in Italy, as



IS ITALY WINNING THE FIGHT AGAINST CARGO CRIME?: *Continued from page 11*

elsewhere in Europe, it takes time to build a sufficient level of trust for police authorities to engage with TAPA. Once, however, they begin to appreciate working with the Association – particularly when it comes to sharing intelligence on cargo theft incidents – then the relationships usually go from strength to strength.

Franco is keen to emphasise some of the tangible progress being made, stating: “LEAs in Italy recognise cargo crime as a major problem and for this reason an observatory has been established at Criminal Police Direction to focus on the issue and to involve the public and private sectors. Several initiatives are in place in relation to secure parking areas, the establishment of common standards to activate the relevant police unit and ways to respond efficiently to a request for assistance.”

Next month's regional conference will help to maintain the momentum behind these various initiatives. As well as a full update on the work and progress of the

TAPA Italian Working Group, delegates will hear speakers and panellists discuss:

- Post-traumatic stress management for truck drivers who have been victims of cargo crimes and violent armed robberies
- Secure parking areas in Italy
- The regulatory framework for security escort services
- Security initiatives implemented by service providers in the Italian transportation market
- The revised 2017 TAPA Security Standards.

Speakers at the event will include psychologist and psychotherapist Dr Nicole Scala as well as senior security managers from leading manufacturers and logistics service providers, and an audit body. A representative from the Polizia is also expected to join the conference. There will be plenty to focus on. Even though the level of cargo crimes recorded in 2016 is modest compared to other parts of Europe, it still represented an 87.5% increase year-on-year.

Data just published in TAPA EMEA's 2016 IIS Annual Report shows cargo losses in 14 regions in Italy headed by Lombardy,

the scene of 12 incidents, Emilia-Romagna with 8, and Puglia with 6. “Lombardy remains the most targeted region due to the large presence there of logistic hubs and warehouses. In terms of the influence of organised crime, then Apulia and Campania are the regions where criminal organisations are involved in cargo crime. This situation has remained the same in the past 12 months,” says Franco Fantozzi.

Products stolen in these attacks included regular targets for cargo criminals in Italy such as tobacco and pharmaceuticals as well as incidents involving losses of food & drink, car parts, tyres and agricultural materials.

Across most of the EMEA region, Theft from Facility crimes are now only a fraction of all incidents but in Italy it's still a type of incident that is regularly reported, seen in 25% of recorded thefts last year. Attacks on trucks while they are en route are just as popular.

THEFT BY PRODUCT - 2016

*Number of incidents ■ % of total ■		
Clothing & Footwear	9	15.0%
Food & Drink	7	11.7%
Unspecified	7	11.7%
Tobacco	5	8.3%
Pharmaceuticals	5	8.3%
Miscellaneous	5	8.3%
Computers/Laptops	3	5.0%
Cash	3	5.0%
Metal	3	5.0%
Cosmetics & Hygiene	2	3.3%
Car Parts	2	3.3%
No Load (Theft of truck and/or trailer)	2	3.3%
Tools/Building Materials	2	3.3%
Tyres	1	1.7%
Phones	1	1.7%
Jewellery/Precious Metals	1	1.7%
Furniture/Household Appliances	1	1.7%
Agricultural Materials	1	1.7%

Lombardy, Emilia-Romagna, Campania and Apulia are all known 'hotspots' for cargo crimes in Italy, which rose 87.5% in 2016.

IS ITALY WINNING THE FIGHT AGAINST CARGO CRIME?: *Continued from page 12*



The IIS Annual report also shared intelligence on some of the tactics used by cargo thieves in Italy, which in the past 12 months has included:

- Regular cases of roadblocks being created to stop cargo vehicles
- Thieves posing as police officers to get trucks to stop
- Deceptive Pick-ups by criminals posing as legitimate transport companies
- Holes being cut through warehouse walls
- Regular incidents in which drivers and other company employees are threatened with weapons
- The use of GPS 'jammers' to block the monitoring of trucks after they have been hijacked and are being relocated by thieves to locations where the goods onboard are usually loaded onto a separate vehicle
- Overnight thefts from trucks parked at Road Transportation Facility locations
- The use of sophisticated decoding equipment to enter and start up unattended vehicles
- The use of barbed wire to puncture the tyres of targeted commercial vehicles
- Ramming the gates of secure facilities
- Targeting Last Mile deliveries.

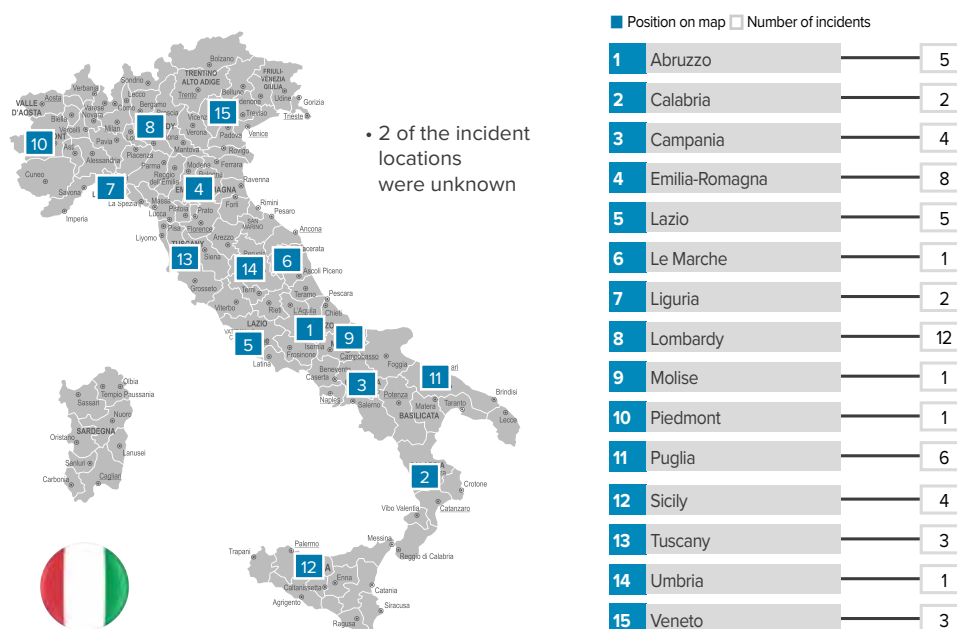
TAPA's strong focus on Italy in March will debate all of these factors – but it's just another step in a long-term plan to replicate the stronger levels of incident

reporting that has already been achieved in the UK, Netherlands, Germany and, most recently, Sweden. That means not only engaging with LEAs and industry but also ensuring they want to actively participate in TAPA in Italy and EMEA on a sustainable basis. This objective remains at the forefront of the Working Group's ambition. Franco adds: "Members of the Group are regularly meeting representatives of other companies, especially during the TAPA Standards training sessions conducted in Italian or at other specific events in order to develop the culture of improving

security in the supply chain. Several of these companies have already decided to become TAPA members after having learned the advantages of joining from the Working Group. The objective, of course, is to increase the number of new members in Italy. Our previous regional conferences have reinforced the partnership between LEAs and private companies and have certainly given TAPA better visibility in Italy. We will continue to work together with LEAs and other public and private institutions in relation to secure parking areas, and we want to increase the level of participation in the Working Group from the fashion industry and the security sector. Following the conference, we will also be delivering further Italian language FSR and TSR training courses and organising specific workshops to support the development of IIS."

As they say, particularly appropriately in this case; Rome wasn't built in a day. Nonetheless, TAPA's co-ordinated efforts and the hard work of its Working Group are starting to produce tangible results that will ultimately establish TAPA firmly in Italy once and for all. It may also provide a template on how to build the Association's presence in other countries across EMEA where the under-reporting of cargo crime and a lack of intelligence is just as big a challenge as it is in Italy.

CARGO CRIMES BY REGION - 2016



MUCH TO TALK ABOUT IN MILAN



300 TAPA EMEA members and partners will be in Milan next month for the Association’s first main conference of 2017 and Annual General Meeting.

TAPA EMEA wishes to thank the following sponsors and exhibitors for their support of its conference in Milan:

Platinum Sponsor:

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Sponsors/Exhibitors

- Aircargo Transport
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- Gunnebo
- H. Essers
- LockVanNext
- LOG-IN CZ
- Pegasus Integrated Security
- SBS Security & Safety Products
- Sensitech Inc.
- The Cargo Security. Company
- Tyco Integrated Fire & Safety
- Viasat Group
- WABCO

The event on 15 and 16 March is followed by a Regional Conference which is on track to attract a further 100 or more delegates from the Italian manufacturing industry, logistics sector and law enforcement.

As always, the main conference will provide updates on a broad range of topics:

- An update of the progress of TAPA’s Italian Working Group
- A presentation on a new cargo crime study in Germany
- Risk indicators for monitoring suppliers and protecting business continuity
- Advice on staff screening

The event will open with a keynote address by Carmela Rozza, Security Assessor of Milan Municipality. Delegates will also hear case studies from pharmaceutical and logistics service provider



members of the Association, and be invited to learn more about the new security toolkit for drivers being developed for the EU’s DG MOVE by TAPA EMEA and the Cross-border Research Association, which is featured in this issue of *Vigilant*.

Day 1 of the conference will close with the TAPA EMEA AGM and the handing over of a donation to a local charity, money raised in the TAPA Lottery at its last event in Noordwijk in the Netherlands at the end of last year.

The President of ANAMA, the Italian freight forwarding association, will be the first speaker on day 2 of the conference with an introduction to the association and its work, before the conference takes on a strong law enforcement theme for the rest of the morning with presentations by representatives of TISPOL, the European traffic police network, Europol and Italian law enforcement agencies. This will be followed by a Q&A.

The final session of the morning offers participants a choice of workshops:

- An update on the TAPA Security Standards, including the new Parking Security Requirements
- A working session of the driver security toolkit project
- The use of drones in the supply chain

The event ensures plenty of time has been allocated for networking during the conference breaks, lunches and the dinner on day 1.

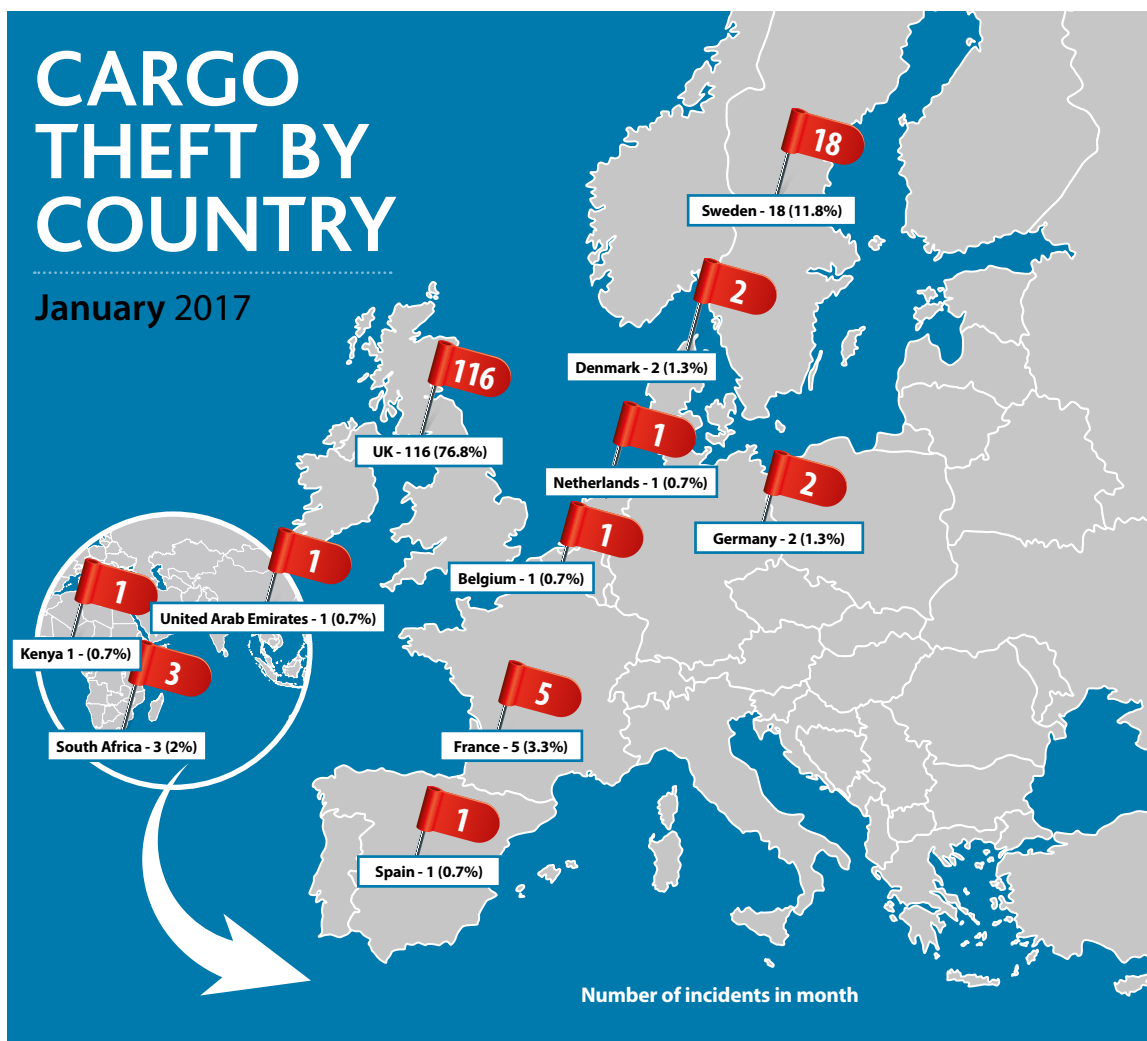
Delegates can find all of the information they need on the TAPA EMEA website.



CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

January 2017



€117,997
AVERAGE LOSS VALUE
LAST MONTH

151

NEW CARGO THEFT
INCIDENTS RECORDED
DURING THIS MONTH

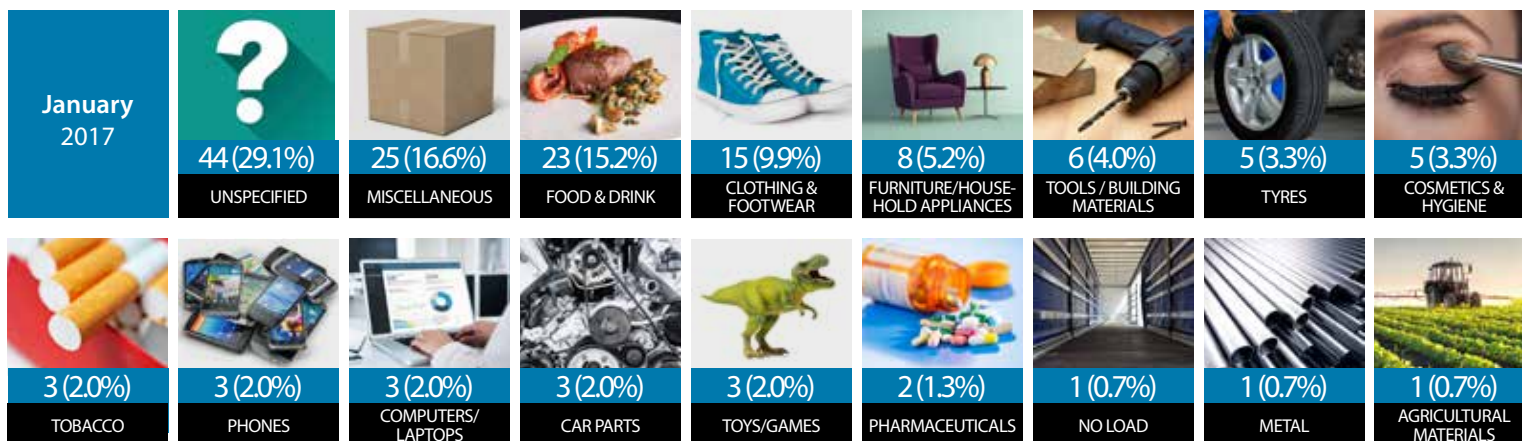
€5,864,594

Biggest loss: Theft of
Trailer with €5,864,594 of
car parts from an origin
facility in Solihull, UK, on
31 January

10

CRIMES CLASSIFIED AS
'MAJOR' INCIDENTS
WITH LOSSES IN
EXCESS OF €100,000

CARGO THEFT INCIDENTS BY PRODUCT





Recorded cargo thefts up 64.1% year-on-year as 2017 begins with 151 new crimes in January and losses of more than €13.8 million

After 12 consecutive months of year-on-year growth in cargo crimes reported to TAPA's Incident Information Service (IIS) in EMEA, 2017 got off to an ominous start with a 64.1% rise in cargo thefts over the same month a year ago – and this is without the usual monthly data provided by Dutch law enforcement, which was not available before *Vigilant* went to press.

The 151 incidents recorded in January 2017 compare to 92 in the opening month of last year.

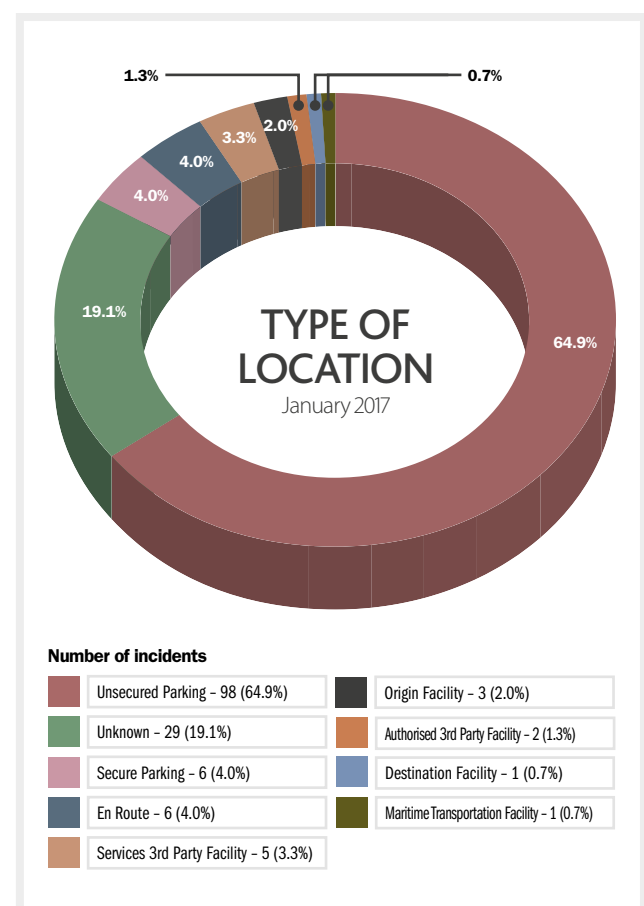
Overall, 117 or 77.5% of these newly-reported crimes provided a value, including 10 recorded thefts with a loss of more than €100,000. The combined loss value for the month of €13,805,672 produced an average loss for thefts with a value of €117,997 as TAPA EMEA was notified of incidents in 11 countries in the region.

116 or 76.8% of all cargo theft incidents in January occurred in the UK, including one of the most audacious crimes ever reported to TAPA EMEA.

The United Kingdom continued to record the highest number of crimes in the IIS database, thanks to the consistent level of reporting to IIS by British law enforcement agencies. The 116 freight theft incidents in the UK in January accounted for 76.8% of all crimes during the month and this included one of the biggest and most audacious thefts ever reported to the Association. The loss value of the crime was ten times that of the highest cargo theft in the same month of 2016.

Thieves come back for more and take away two truckloads of car parts worth €5.8m

On 31 January, a stolen HGV reportedly entered through a security gate of a car manufacturing plant in Solihull, West Midlands, at around



MAJOR CARGO LOSSES



10.30pm and is said to have hooked the vehicle up to a trailer loaded with £3 million of car engines in full view of security cameras. According to one media report, the offenders obtained paperwork before leaving the premises that made their escape easier.

Incredibly, the thieves returned to the same site a couple of hours later with the same HGV and were able to steal a second trailer of car parts, reports state. The total loss value recorded by TAPA's IIS for these two thefts was **€5,864,594**. Police have since located the empty and abandoned trailers and a reward is being offered for further information.

This was one of three cargo thefts in January with a loss of more than **€1** million.

€1.5m of laptops stolen in violent hijacking

The first of these crimes occurred on 5 January when four men reportedly driving an Audi hatchback were involved in a violent hijacking of a truck at an unsecured parking location in Accrington, Lancashire, in the early hours of the morning. They are said to have smashed the windows of the cab and assaulted the driver before taking the driver and vehicle to a business park in Haslingden, 19 miles north of Manchester.

They subsequently loaded 2,000 laptops into a curtain-sided truck

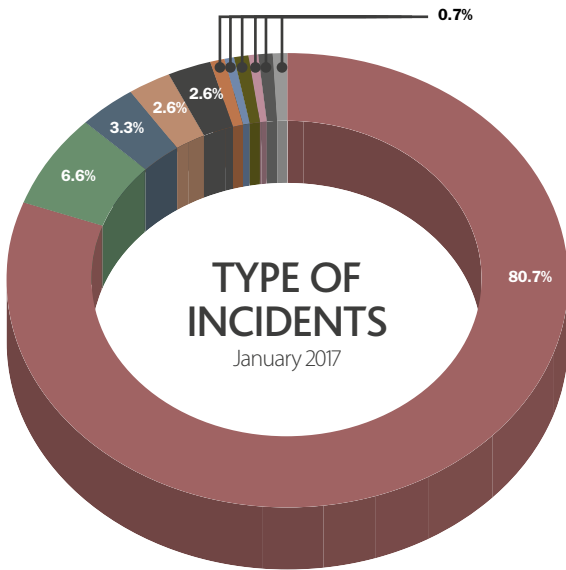


before setting fire to the stolen HGV and semi-trailer. The driver was released 2-3 hours after the incident started in Saddleworth near junction 22 of the M62 motorway. The loss value recorded to TAPA EMEA's IIS was **€1,526,113**.

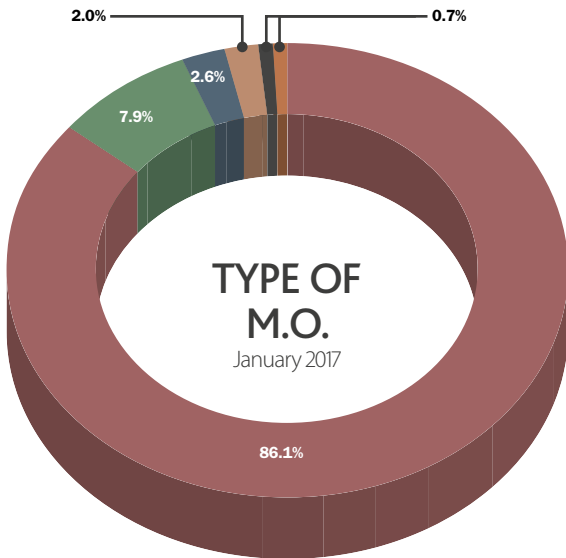
Police arrest employee for €1m pharma thefts



Pharmaceuticals were the target in the other million Euro crime, a Theft from Facility in Sharjah, UAE, on 24 January. An employee working at the Origin Facility reportedly stole products and sold them on to other pharmaceutical companies, according to media stories. An inventory audit found products had been going missing over a 12-month period, culminating in a total loss figure of **€1,014,040**.



Number of incidents	
Theft from Vehicle - 122 (80.7%)	Robbery - 1 (0.7%)
Theft from Trailer - 10 (6.6%)	Theft - 1 (0.7%)
Hijacking - 5 (3.3%)	Theft from Facility - 1 (0.7%)
Theft of Trailer - 4 (2.6%)	Theft of Container - 1 (0.7%)
Theft of Vehicle - 4 (2.6%)	Unknown - 1 (0.7%)
Clandestine - 1 (0.7%)	



Number of incidents	
Intrusion - 130 (86.1%)	Theft from Moving Vehicle - 3 (2.0%)
Unknown - 12 (7.9%)	Internal - 1 (0.7%)
Violent & Threat with Violence - 4 (2.6%)	Deception Other - 1 (0.7%)

HIGH VALUE CARGO THEFTS IN JANUARY 2017



The remaining seven major cargo thefts in January produced a total loss of €1,101,767:

€266,666

A Theft from Trailer at an Origin Facility in Ringsted, Denmark, 60kms from Copenhagen, on 21 January and the loss of tobacco products. Intelligence reported to TAPA's IIS states that although the trailer was parked close to the facility's ramp door, the thieves were able to squeeze between the vehicle and the building in order to pass products to accomplices.



€170,528

No product details were recorded for this incident on 12 January, a Theft from Vehicle at an unsecured parking location in Markham Moor, Nottinghamshire, UK. Thieves are said to have cut the curtain sides of a parked and attended HGV and semi-trailer.

€168,287

Beer and wine were the target when criminals forced open the gates of a secure haulage yard in Lichfield, Staffordshire, UK, on 13 January. They broke open a key cabinet in order to steal two HGVs and one loaded semi-trailer.



€137,822

Loss of pharmaceuticals in a truck hijacking in Johannesburg, South Africa, on 24 January. Police later found the empty vehicle and recovered the stolen products from a house in Mothutlung.



€129,532

Radiators were stolen in this Theft from Vehicle crime after criminals cut open the curtain side of a parked and attended HGV and semi-trailer at Toddington Services on the M1 motorway in Bedfordshire, UK, on 18 January.

€117,064

A violent Theft from Vehicle on 19 January at an unsecured parking location in Atherstone, Warwickshire, UK, in which a driver was threatened with a gun by the offenders before they stole the truck's load of whisky and escaped in a white van.



€111,868

A theft of designer clothing from a vehicle in Basildon, Essex in the UK on 17 January, after thieves cut the curtain side of a parked and attended truck.



Losses recorded in 14 TAPA IIS product categories

Products were targeted in 14 separate TAPA IIS product categories in January. Food & Drink products, the most stolen types of goods throughout the whole of 2016, retained this unwelcome top spot in the first month of 2017 with 23 reported thefts, 15.2% of the total.

In 69 or 45.7% of crimes, the goods stolen were not stated. Clothing & Footwear was the second highest IIS product category to record losses last month with 15 or 9.9% of the monthly total. Four other categories saw five or more incidents:

- Furniture/Household Appliances – 8 or 5.2% of thefts in January
- Tools/Building Materials – 6 or 4%
- Tyres – 5 or 3.3%
- Cosmetics & Hygiene – 5 or 3.3%



Theft from Vehicle accounts for 80.7% of crimes

The most recorded types of incident and the locations of the majority of cargo thefts in EMEA also followed the main trends of 2016.

Most cargo losses in January involved Theft from Vehicle. It was the type of incident stated in 122 or 80.7% of freight crimes. Theft from Trailer was the only other category to reach double figures with 10 loss incidents, 6.6% of January's recorded crimes.

Losses reported to TAPA EMEA's IIS that took place at unsecured parking locations accounted for 98 or 64.9% of the 151 incidents during the month. Intrusion was the M.O. stated in 130 or 86.1% of all cases.

64.9% of all freight theft incidents recorded by TAPA's Incident Information Service in January in EMEA took place at unsecured parking locations.



**Werner
Cooreman**

CCTV

- Read about the top selling camera brands (based on integrator input) – click here to find out more ([login required](#))
- Arecont has launched its new MicroDome Duo, an extremely compact and advanced twin sensor omni-directional camera. Find out more [here](#)
- What do the experts say about the next generation of video analytics? Read their insight [here](#)

PRODUCT TRACKING

What's the RFID 'State of Play' – find out more about the 'fast track' for improved security by clicking [here](#)

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

INTEGRATED PLATFORMS

Genetec has launched Security Center 5.6. Key new features include an updated and modern HTML5-based web client, new security hardware integrations to SimonsVoss electronic locks and the Mercury Security MS Bridge, and the ability to use number plates as access control credentials with the new AutoVu SharpV camera – [read more via this link](#)

CYBER

Read about some of the latest 'life changing cyber technology' – [click here](#)



WELCOME OUR LATEST MEMBERS

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

Company	Country
Unit45	NL
www.unit45.com	
Block Shaft Group	IT
www.blockshaftgroup.it	
MICHELIN Solutions	FR
https://www.michelin-solutions.com/en/	
AMA	IT
www.amasoftware.com	
Grödinge Frakt AB	SE
www.gfrakt.se	
Kandylis Bros Transport Ltd	GR
www.olympias.eu	
Gebr. Heinemann SE & Co.KG	DE
www.gebr-heinemann.de	
Michael Kors	NL
www.michaelkors.com	
Logistic Vercesi s.r.l.	IT
www.autotrasportivercesi.eu	
NEFAB AB	SE
www.nefab.com	

SEE IT SEND IT

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



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

TAPA INTELLIGENCE DRIVES A SECURE SUPPLY CHAIN



CLOSING SECURE MOTORWAY PARKING AREAS WILL NOT SOLVE MIGRANT CRISIS IN EUROPE AND WILL PUT TRUCK DRIVERS AT RISK, SAYS IRU



The International Road Transport Union (IRU) warned earlier this month that the closure of secure motorway parking areas for trucks will not solve the migration crisis in Europe.

It says such a move will threaten the safety of drivers, remove essential facilities, and could impact negatively on local neighbourhoods, potentially exacerbating rather than addressing the problem.

In a press release, it states: 'IRU considers the closure of motorway parking areas at night-time, such as between Brussels and the Channel coast, to be counter-productive to problems associated with clandestine migration. The closure of these facilities are detrimental to the welfare of truck drivers and operators, while the real issues of lack of police capability, lack of funding for properly secured parking areas and the problems that would-be stowaways create for other road users remain unsolved.

'By closing parking areas for long-term parking at night, truck drivers will be forced to park in places where safety is not guaranteed, increasing the risk of attacks on drivers and cargo crime. It could also leave drivers without

the necessary rest facilities, such as toilets and restaurants, and may impact drivers' ability to comply with driving and rest time rules.'

Marc Billiet, who leads IRU's work on road freight transport in the EU, said: "Closing motorway service areas to trucks overnight will not solve the problem of stowaways. The migrants will simply move to the areas where drivers are forced to stop, off the motorway. This could seriously threaten driver safety and bring disruption and dangers to unsecured, ill-equipped parking areas or neighbourhoods."

He added: "Authorities should enter into proactive discussion with the industry and ensure the provision of safe alternatives. IRU will be meeting, at EU level, representatives from the police, road directors and parking owners to find an urgent solution. Tackling the migration crisis at source is the only solution. Punishing the truck sector is not the answer."

All parking areas should be properly secured and have the necessary facilities that drivers need, IRU says. European rules require secure parking on the core trans-European road network every 100km.

TAPA AND INDUSTRY *events...*

MARCH	
07 -	Middle East Rail – Dubai (AE)
08	http://www.terrapinn.com/template/live/ad-d2diary.aspx?e=8643
08	e-crime & Cybersecurity – London (GB)
	http://www.e-crimecongress.org/event/congress
13 -	Total Security Summit – London (GB)
14	http://totalsecuritysummit.co.uk/
13 -	ISS World – Middle East – Dubai (AE)
15	https://www.issworldtraining.com/iss_mea/index.htm
14 -	Homsec – Madrid (ES)
16	http://www.homsec.es/
14 -	Intralogistics – Paris (FR)
16	http://www.intralogistics-europe.com/
14 -	LogiMAT – Stuttgart (DE)
16	http://www.logimat-messe.de/
14 -	SITL – Paris (FR)
16	http://www.sitl.eu/
15 -	Sectec – Lillestrøm (NO)
16	http://www.securityworldhotel.com/sectech/no/index.asp

MARCH	
15 -	TAPA EMEA H1
16	Conference – Milan (IT)
	https://tapaemea.org/milan/home.html
15 -	Security Expo – Sofia (BG)
18	http://securityexpo.bg/en
20 -	CeBIT – Hannover (DE)
24	http://www.cebit.de/en/
21 -	Securex
23	21-23 March – Lagos (NG)
	http://www.securexwestafrica.com/
21 -	Securika / MIPS – Moscow (RU)
24	http://www.securika.ru/en-GB
22 -	Infosecurity Secura – Brussels (BE)
23	http://www.infosecurity.be/
	http://www.easyfairs.com/?id=97075
23 -	Logistica Parma – Parma (IT)
25	http://www.mecspe.com/salone-logistica/
23 -	Transport Scandinavia – Herning (DK)
25	http://www.transport-messen.dk/



MARCH	
29	e-crime & Cybersecurity – Dubai (AE)
	http://www.e-crimecongress.org/event/dubai
29 -	Logistik Sweden – Malmö
30	http://www.easyfairs.com/industrimaessor-na-syd-2017/
APRIL	
07 -	Transporta Logistika – Riga (LV)
09	http://www.bt1.lv/transport/?link=10000000
18 -	TransRussia – Moscow (RU)
20	http://www.transrussia.ru/en-GB
25 -	Rail Power Europe – London (GB)
26	http://www.terrapinn.com/conference/railpower/index.stm
25 -	STL – Moscow (RU)
28	http://www.stl-expo.ru/en/
26 -	Logistics & Distribution – Zurich (CH)
27	http://www.easyfairs.com/de/events_216/logistics-distribution-2016_77586/logistics-distribution-2016_77588/
26 -	TransCaspian – Baku (AZ)
28	http://www.transcaspian.az/

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