

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA

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LIFT OFF

TAPA aims for a record year of FSR and TSR certifications as 2017 Security Standards revisions are shared with members five months ahead of launch

TRANSPORTED ASSET PROTECTION ASSOCIATION

welcome

HELP US MAKE 2017 A REAL MILESTONE YEAR FOR TAPA



First of all, a belated Happy New Year to all of our members and I wish you all a healthy, successful and secure 2017.

This is a milestone year for the Transported Asset Protection Association (TAPA) because it marks our 20th anniversary. It is also a year in which TAPA EMEA chairs the Association's World Wide Council and as you will start to read in this issue, we have set a number of goals we want to achieve over the next 12 months.

Our front page image and 'Lift Off' headline relates to the news that we are ready to issue our new Facility Security requirements (FSR) and Trucking Security Requirements (TSR) five months prior to their 'go live' date of 1 July 2017. As you know, we have conducted a high level of consultation with our global members during this

latest review of our Security Standards and part of the feedback we received was that companies wanted as much time as possible to prepare for the implementation of the new Standards. It is a tribute to the hard work of our World Wide Change Control Board (WWCCB), our Standards teams in each region and the support of our members that we are able to share the updated versions of FSR and TSR on 1 February 2017.

In this issue, Paul Linders, Chair of TAPA's WWCCB outlines the major changes between the 2014 and 2017 versions of both Standards.

We hope 2017 will be a record year for the number of TAPA Security Standards certifications in EMEA, the Americas and Asia Pacific. By giving our members more time than ever before to prepare for the revised Standards, we hope it

will enable you to do the necessary pre-work to renew existing certifications when these become due, to increase the overall number of your TAPA certifications or, in many cases, to start creating TAPA-certified supply chains. As Paul says, our global Standards teams are ready to answer your questions and to help you. They are a great resource with considerable knowledge of our Standards and I hope you will engage with them whenever you need assistance.

The term 'Lift Off' also applies to other initiatives we are progressing. A good example is our plan to create a team of TAPA 'Ambassadors' to support our Secure Parking programme, that will commence later in the year, and to help us grow the level of cargo crime incident intelligence in our Incident Information Service (IIS). Again, you can read more about the roles of these 'Ambassadors' and I hope it will encourage many more of you to offer your support.

Identifying a network of secure parking sites in our region will present a tangible opportunity for companies to improve the protection of high value, theft attractive products during the transportation process. Similarly, having a greater level of intelligence on the actual number of crimes taking place will also help our members to manage risk more effectively. Our cargo crime data for EMEA in 2016 shows month-on-month increases in the number of recorded freight thefts throughout the year. However, there are still many countries where we get little or no data, even though there is clear anecdotal evidence of a high rate of cargo crimes nationally and in specific regions. We need that data and if you can help us to collate it, we hope you will step forward and offer to help.

'2017 is a big year for TAPA but we are not looking back, we are looking forward. We are focused on the challenges we face today and emerging threats to supply chain security. As your Association we can achieve a lot this year. With your proactive support, however, we will achieve even more.'



Thorsten Neumann
Chairman

AS EMEA TAKES THE HELM OF TAPA'S WORLD WIDE COUNCIL, WHAT ARE THE ASSOCIATION'S TOP PRIORITIES FOR 2017?

In 2017, it is TAPA EMEA's turn to set the agenda and manage the development and stability of TAPA's global strategy.

Stewardship of the Association's World Wide Council (WWC) is shared between the three regional TAPA Boards. In upcoming editions of *Vigilant*, we will be bringing you news of initiatives and alignments that aim to deliver long-term benefits for TAPA members and

partners. We will also be inviting our members to become even more engaged in shaping TAPA's global strategy.

The WWC meets every month by conference call for around 90 minutes, normally with a

minimum of three participants from each region, including the Chairs and Vice-Chairs. Once or twice-a-year, the WWC meets face-to-face for two days and this year's meetings will be in Asia Pacific next month and in Europe in October.

Priorities for 2017

Priorities for this year include further alignment of the TAPA regions, closer collaboration and more standardisation. Much more detail will be published in next month's *Vigilant* following February's meeting in Asia Pacific. The following points, however, give a flavour of the 'direction of travel' of the Association over the next 12 months:



A LOOK AT THE ROLES AND RESPONSIBILITIES OF EMEA'S BOARD OF DIRECTORS IN SETTING AND ATTAINING TAPA'S STRATEGIC GOALS



Thorsten Neumann
Chairman



Jason Breakwell
Vice Chairman



Michael Wortmann
Treasurer



Luc Van Herck



Darragh O'Mahony



Paul Linders



Markus Prinz



Marcel Saarloos



Mark Gruentjes



Werner Cooreman



Falco Hoffman
Co-opted



Rein de Vries
Co-opted

TAPA EMEA's Vice Chair, Jason Breakwell, gives a who's who guide to the TAPA EMEA BoD as its members steer the Association into its 20th anniversary year.

Our Board for 2017 consists of 10 elected Directors supported by two co-opted members, two members of the Standards Team in Lead positions and our Executive Director Laurence Brown.

The collective responsibility of our Board of Directors (BoD) is to create and develop the Association's Strategic Plan, ensuring financial probity and its programmes are adequately resourced, both in terms of personnel and funding.

We currently have 16 positions, each with different roles and responsibilities and we'll be explaining more about many of these positions in future editions of *Vigilant*.

The BoD meets every two weeks by conference call and most of us also participate in regular meetings of working groups to ensure our initiatives remain on track and our goals are reached.

The Board members and their responsibilities consists of:

Chair, Thorsten Neumann (Microsoft)

- Appointed by the Board to lead the Association's activities
- Chair the BoD meetings
- Chair the Annual General Meeting

- Represent the Members at strategic meetings as appropriate
- Represent the Association at official Regulatory and LEA meetings & conferences
- Represent EMEA at the WWC (World Wide Council) to give guidance on global initiatives and direction
- Represent the Association in the media
- Member of the Ops Committee

Vice Chair, Jason Breakwell (Wallenborn)

- Appointed by the Board to deputise for the Chair as appropriate
- To be present at the AGM
- Oversight of the Strategic plan
- Represent the Association in the media
- Member of the Ops Committee
- Member of the WWC

Treasurer, Michael Wortmann (VCK Logistics)

- Appointed by the Board to set and control the Annual Budget
- Deliver the annual financial report at the AGM
- Financial responsibility to ensure the Association is solvent
- Work with the Executive Director overseeing the day-to-day financial running of the Association
- Work with the accountants to produce the appropriate finance reports including Tax Returns and the Annual statement
- Member of the Ops Committee

Within the BoD, we have an Ops Committee whose responsibilities include:

- Oversight of the day-to-day running of the Association including financial matters arising
- Appointing the Executive Director
- Working with the Executive Director to ensure the delivery of the Strategic Plan

The Chair, Vice Chair and Treasurer are joined on the Ops Committee by two other Board members and meet by conference call every week.

The other positions filled by BoD members are:

- FSR Lead - Paul Linders (CEVA Logistics)
- IIS Lead - Marcel Saarloos (HP)
- Marketing & PR - Jason Breakwell
- Membership Lead - Darragh O'Mahony (Napp Pharmaceuticals)
- New/Emerging Standards Lead - Luc Van Herck (Nike)
- Regional Working Groups - Michael Wortmann
- Regulatory Affairs - Werner Cooreman (Solvay)
- Standards Lead - Mark Gruentjes (Nosta Holding GmbH)
- Training Lead - Markus Prinz (Time Shuttle)

Two members have been co-opted to the BoD; Rein de Vries (Samsung) as Conference Lead, and Falco Hoffman (Intel) as TSR Lead. Two more members have kindly volunteered to fill other positions, notably Tony Kavanagh (DAMCO) as PSR Lead and Iris Reichenbach (Franz Wirtz) as Quality Lead.

HAVE YOU GOT WHAT IT TAKES TO BE A TAPA SECURE PARKING OR IIS 'AMBASSADOR'?



The growth of TAPA's Incident Information Service intelligence database and the launch of the new Secure Parking programme in the EMEA region will be two of the main areas of focus for the Association in 2017 – and you can help.

TAPA EMEA is seeking volunteers from its membership to act as IIS or Secure Parking Country 'Ambassadors' to support both initiatives. Since the first communications were issued in January by Marcel Saarloos, IIS Lead, and Tony Kavanagh, Secure Parking Lead, some members have already stepped forward to offer their help. We still need many more.

So, as an IIS or Secure Parking 'Ambassador', what will you need to do?

Secure Parking Country Ambassador – Roles & Requirements

Background

TAPA's new Secure Parking programme will be launched in the first half of 2017 and aims to work with all stakeholders to identify a network

of Secure Parking places to assist TAPA members in protecting high value, theft attractive products moving in their supply chains.

Phase 1 of the project will enable parking operators to join the scheme by Self-Certification, Partnership or Mutual Recognition.

- **Self-Certification:** Parking owners conduct a self-audit to TAPA EMEA Parking Security Requirements PSR 3.
- **Partnership:** The Parking Place Operator completes a Standards template and signs a declaration that basic security controls are in place.
- **Mutual Recognition:** Parking Place Operator meets the requirements of another organisation's TAPA pre-approved and accredited parking security scheme.

TAPA EMEA is looking for members who are able to assist us as country points of contact for potential parking sites which would be eligible to be part of the scheme.

Role

- To identify potential Secure Parking sites
- To engage and be the local point of contact with parking site owners, sharing the aims of TAPA EMEA to identify a network of sites, and visiting the sites as appropriate.
- To work with parking site owners to achieve eligibility to join the scheme via one of the above criteria.

Resources

- With the help of TAPA members, we have already identified a list of parking locations across Europe. We will share this with each Ambassador and outline the locations in their country where we require assistance for phase 1.

Helping to identify secure parking sites across EMEA and building an intelligence database with cargo theft incident reports from as many countries as possible will significantly help TAPA members to manage supply chain risk.

HAVE YOU GOT WHAT IT TAKES TO BE A TAPA SECURE PARKING OR IIS 'AMBASSADOR'? *Continued from page 5*

- To assist Ambassadors in their role, TAPA has developed a marketing pack which includes introductory information about TAPA, the aims of the scheme, and the details for Self-Certification, Partnership and Mutual Recognition. This can be sent to or left with the parking site owners as required.
- For phase 1, TAPA will centrally communicate to the identified parking locations and provide the relevant country Ambassador as the local point of contact for further follow-up and support for queries.



IIS Ambassador – Roles and Requirements

Background

Cargo theft incidents continue to be widely under-reported. In recent years, TAPA's proactive approach to developing relationships with a number of Law Enforcement Agencies (LEAs) has resulted in significant improvements in incident reporting from those countries.

TAPA EMEA is now looking for members who can assist the Association in building similar relationships to help collect cargo theft data in other countries where current links to LEAs are limited and cargo crime reporting is poor. Although most reporting currently relates to cargo thefts involving surface transport (road), TAPA is also looking for information on all relevant cargo crimes involving warehousing, distribution centres, manufacturing centres and at air, ocean and rail freight facilities.

It is important for TAPA that the information is legitimate and free to use and publish in our intelligence reports to

help members manage risk in their own supply chains. Therefore, TAPA can only accept and use data from:

- Open sources
- Organisations that have given permission for TAPA to use or share the data they have provided
- Victims of cargo crime

Role

- To search local media to identify reported cargo crime incidents
- To report incidents to TAPA using the IIS online incident report form
- To establish or develop existing relationships with appropriate LEAs, maintaining regular contact to form strong working partnerships between LEAs and TAPA EMEA

Next Step

If you would like to be considered for the voluntary role of a TAPA Secure Parking or IIS Ambassador, please send your details to info@tapaemea.org with a short summary of the geographical area you are able to cover.

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	ANOVO, an Ingram Micro Company	FR	Brive-la-Gaillarde	C
FSR	CEVA Logistics Italia Srl	IT	Santa Palomba	C
FSR	CEVA Logistics	NL	Maarsse	C
FSR	DHL Montenegro	ME	Podgorica	C
FSR	DPDgroup UK Ltd	GB	Stoke-on-Trent	C
FSR	DHL Global Forwarding Tasimacilic A.S.	TR	Kocaeli	A
FSR	TNT Global Express Italy	IT	Concorezzo	A
TSR	Company Name	Country	Category	
TSR	Kuehne + Nagel Logistics B.V.	NL	Level 1,2 & 3 / Category Large	
TSR	Idealogistic Verhoeven	NL	Level 1,2 & 3 / Category Medium	



READY TO LAUNCH



Paul Linders, Chair of TAPA EMEA's World Wide Change Control Board says it's all systems go for the launch of the Association's revised 2017 Security Standards. Here's his report ...

I am pleased to advise you that the new 2017 revisions of our Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) TAPA Standards will be available for you to download from the regional TAPA websites from 1 February 2017.

These revised Standards will officially become active from 1 July 2017 and will then be applicable for all new FSR and TSR certifications and re-certifications. Until 30 June 2017, all certifications will continue to be based on the 2014 TAPA Standards.

This is the first time TAPA has released its newly-revised Standards so far in advance of their 'go live' date and this is in response to the regular consultation carried out with members during the review process. Members now have a full

five months to plan for the introduction of the new Standards and we trust you will use this time to familiarise yourself with the changes and improvements we have made. To help you identify the changes between the 2014 and 2017 Standards, a summary highlighting the main changes is published in this issue of *Vigilant*, and this will also be available on the regional and global websites from 1 February 2017.

In the five months leading up to 1 July 2017, we will complete the necessary work to create

READY TO LAUNCH : *Continued from page 7*



the new audit forms and will be working closely with TAPA's Global Training Team to ensure all of the required and updated training materials are in place to support our members. A schedule of our 2017 FSR and TSR training courses and the requirements for participation will be released shortly by each TAPA region.

The early release of the 2017 TAPA Standards is the culmination of 18 months of detailed work by the WWCCB in consultation with our members. We are extremely grateful for everyone's time and support over this period. We have listened to our members' views and

requirements and are confident that the 2017 FSR and TSR Standards satisfy all of the objectives we agreed together at the start of the review process.

Please feel free to approach any member of the WWCCB listed below or me directly if you have any questions. I hope you will agree that the quality of our 2017 TAPA Standards provides an even more effective tool to support your supply chain security programmes.

WWCCB members

Americas

Taya Tuggle, Susan Griggs

Asia Pacific

Jessie Han, Herdial Singh

EMEA

Mark Gruentjes, Falco Hoffman
Steve McHugh

TAPA wishes to thank all of the global members who submitted change requests for the latest revisions of the Association's Facility Security Requirements (FSR) and Trucking Security Requirements (TSR).

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



FSR & TSR 2017

TAPA Security Requirements – so, what's changed?



Vigilant looks at the changes to the 2017 versions of the TAPA Security Requirements

TAPA's Security Standards are updated every three years to take onboard emerging supply chain threats and to provide an opportunity for the Association's global members to propose improvements and changes based on their experience of using the Standards.

As work began to review the 2014 Standards in preparation for the revised 2017 versions, TAPA agreed a clear set of objectives in order to meet the expectations of its members:

- Simplification of overly complex requirements
- Removal of redundant requirements
- Reformatting the layout to improve access to content



- Closing of any obvious gaps in the Standards
- Changes must mitigate new or emerging criminal threats that are properly supported by incident or trend data
- Changes must be cost neutral or identify opportunities for cost savings

In addition, a focus on clarification was made to the following:

- FSR/TSR Guidelines/Definitions/Acronyms – Improve consistency
 - Merge definitions and guidance notes from the training notes into the Standards
 - Glossary updated with revised and additional definitions
- FSR Reformatting
 - Content will be presented in a more logical flow by areas of concern.
 - Any areas of duplication will be removed
 - The content will be more auditor-friendly



- TSR TTSP Recognition and Certification
 - Reduced the entry level from a minimum of 10 trucks to 3 trucks
 - For certification/truck audits; limit on the amount of trucks needed to be audited in category large, 101+ trucks set to a maximum of 10 trucks
- FSR HV Cage waiver guidance
 - To receive a waiver, the company concerned must clearly prove that their operation is compliant with the specific criteria

Continued from page 9



So, let's take a closer look at the major changes:

Facility Security Requirements (FSR)

Waivers related:

FSR 2014:

"Authorized Auditor reviews Waiver Request(s) and determines if request is valid"

Now in FSR 2017:

"IAB/AA reviews and verifies integrity of the information contained in the TAPA waiver request form."

This means that it's the responsibility of each auditor to ensure that the waiver request has all relevant details accompanying the request, to enable the waiver committee to make a clear decision e.g.:

- Clear explanation on the provided alternatives;
- Pictures attached where and when needed;
- Evidence of statements made (e.g. copy of part of the law that stated that they can't be compliant....)

New in FSR 2017:

"Should TAPA officials and/or Buyers challenge that waiver conditions

have changed, TAPA will complete a formal investigation and LSP/Applicant understands that the waiver may be revoked by TAPA".

(Note; This action will only be carried out after a full investigation by a TAPA assigned person/working group.)

High Value Cage related:

TAPA will consider a waiver to all or part of the HVC requirements if all of the following preconditions are met:

- The waiver request is submitted using the official TAPA Waiver Request form and is endorsed by the IAB/AA;
- The waiver request includes an attached declaration signed by the LSP/Applicant stipulating that no Buyers require an HVC;
- The waiver request includes details of any mitigating measures to ensure that vulnerable goods are not at unnecessary risk of theft or loss;
- Appropriate mitigation actions to minimize risk (where an HVC is not available) are considered and documented in the annual Risk Assessment. Note: TAPA may request to review the Risk Assessment.
- LSP/Applicant understands that a waiver may be revoked by TAPA should TAPA officials and/or Buyers successfully challenge that waiver conditions have changed.

Other changes made:

FSR 2014:

1.9.1: "All windows and any openings (smoke vents, air vents), in warehouse walls alarmed to detect unauthorized opening and linked to main alarm system."

Now in FSR 2017:

Changed into **2.2.2:** "Any open-able window, vent or other aperture must have a physical barrier or be alarmed and linked to the main alarm system".

FSR 2014:

1.9.2: "Any part of the roof designed to be open (smoke vents, air vents, skylights) protected by physical means (bars, mesh or any other material that would harden opening to burglary)".

Now in FSR 2017:

Changed into **2.2.3:** "Any open-able window, skylight, vent, access hatch or other aperture must have a physical barrier or be alarmed and linked to the main alarm system."

Note: Objective for adjusting the text in **2.2.2** and **2.2.3** was to clarify, that only the parts in the walls and the roof that can be opened require controls. Permanent non-openable windows, vent, skylight, do not require barrier or alarm

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Pedestrian doors:

FSR 2014:

1.11.1: "Warehouse pedestrian doors and frames cannot be easily penetrated; if hinges on outside they must be pinned or spot welded."

Now in FSR 2017:

Changed into **2.2.9:** "Warehouse pedestrian doors and frames cannot be easily penetrated; if hinges on outside they must be pinned or spot welded. Glass doors are unacceptable unless glass break detectors are fitted or other local detection device is providing cover (e.g. PIR) or glass is protected by bars/mesh and alarmed directly to the monitoring center".

Dock doors:

FSR 2014 – **3.4** "External dock and warehouse doors secured"

3.4.1. Dock doors closed (when not in active use).

3.4.2. Dock doors secured during non-operational hours (so that doors cannot be opened due to being electronically disabled or physically locked).

or

3.4.3. Scissor gates secured by mechanical slide/latch locking hardware (minimum height of 8 feet/2.4 meters) or equivalent in place and used on dock doors when not in active use.

FSR 2017 – Now under **2.2:** "Outside walls, roof and doors".

Combined into **2.2.12.**

Non-operational hours:

- Dock doors closed, secured (i.e. electronically disabled or physically locked).

Operational hours:

- Dock doors must be closed when not in active use.
- Scissor gates, if used, must be secured by mechanical slide/latch lock and be a minimum of 8 feet/2.4 meters high. (A, B)

Intrusion Detection:

FSR 2014: **3.7** Intrusion detection.

N/A if risks documented, mitigated in local risk assessment and warehouse activity is true 24x7x366 operation

3.7.1: "All facility external warehouse doors alarmed to detect unauthorized opening and linked to main alarm system."

3.7.2: "System activated during non-operational hours."

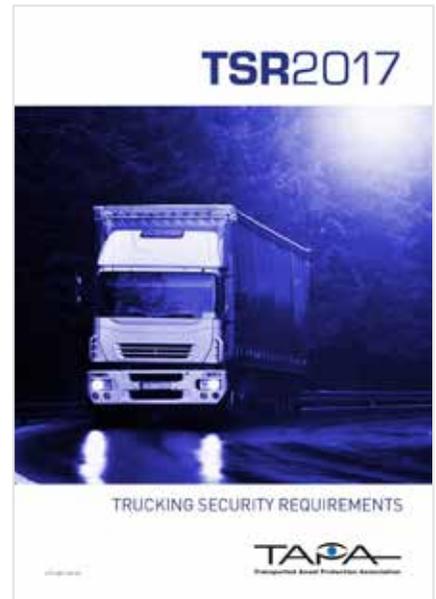
3.7.3: "Intrusion detection alarms installed in office and warehouse to detect intrusions outside non-operational hours."

FSR 2017: Now under 4; "Inside warehouse and office"

Combined into 4.2.1:

"Intrusion Detection – Internal intrusion detection (e.g. infrared, motion, sound, or vibration detection), is required to monitor the internal warehouse space. The alarms must be activated and linked to the main alarm system during non-operational hours (i.e. when warehouse is closed)".

Note: If the warehouse is a true 24/7/366 operation, this requirement may be N/A if the risks and mitigations are documented in the local Risk Assessment. Regardless of operational hours, perimeter intrusion detection or physical barriers are required on external doors and ground-floor windows in office and warehouse. (See section 2.2.).



Trucking Security Requirements
TSR Truck sampling/verification during certification

TSR	CATEGORY	# TRUCKS	# TRUCKS TO BE AUDITED:
2014:	Small	10-30	4 trucks listed in the vehicle register
2017:	Small	3-30	3 trucks listed in the vehicle register
2014:	Medium	31-100	6 trucks listed in the vehicle register
2017:	Medium	31-100	7% trucks listed in the vehicle register (up to a maximum of 6)
2014:	Large	101+	7% trucks listed in the vehicle register
2017:	Large	101+	7% trucks listed in the vehicle register (up to a maximum of 10)



Werner Cooreman

CCTV

- Read how to get exactly the right security camera images – [click here](#)
- A word or two on the Open Network Video Interface Forum (ONVIF) – [read more here](#)
- Geutebruck is specialising in data-protection-proof video solutions (pixelisation and other) – [find out more by clicking here](#)

ACCESS CONTROL

- The 2016 Access Control Report (HID) provides stats, charts and insight – [register to download a copy here](#)
- The 2016 WIRELESS Access Control report (Assa-Abloy) provides survey results as well as independent insights into the access control market's future direction – [click here to learn more](#)

INTRUSION DETECTION

- CertAlarm (European independent accreditation certification scheme for alarms) completed round-robin tests on PIR detectors. Find out more about this as well as other CertAlarm news – [click here](#)

LOCKING SYSTEMS

- [Click here](#) for a closer look at developments in combined electronic and mechanical locking systems

SECURITY 2017

- A view on technology trends in the security market in 2017 – [read more here](#)

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



WILL YOU MAKE IT TO MILAN?

The clock is ticking for anyone who wants to participate in TAPA's conference in Milan on 15 & 16 March. As previously advised, attendance at the event is limited to 300 delegates and over 240 members and partners have already registered to be there.

In February's *Vigilant* we will be previewing the event with a look at the range of topics on the agenda and the speakers who will be sharing their knowledge and expertise with us.

Members yet to register must do so immediately as places will be offered strictly on a first come, first served basis. Registration and further information on the conference venue can be found online at www.tapaemea.org in the password-protected members' section.



CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

December 2016



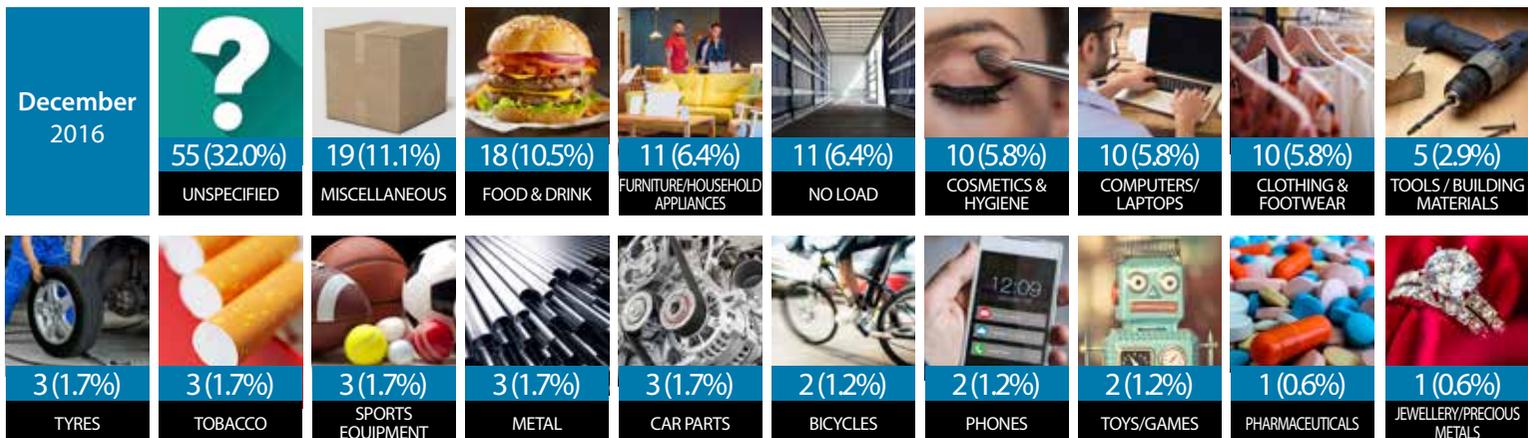
€100,872
AVERAGE LOSS VALUE
LAST MONTH

172
NEW CARGO THEFT
INCIDENTS RECORDED
DURING THIS MONTH

€2,381,860
Biggest loss: Robbery of
Jewellery/Precious Metals
after a forced stop of a
truck en route in Lyon,
France on 12 December

11
CRIMES CLASSIFIED AS
'MAJOR' INCIDENTS
WITH LOSSES IN
EXCESS OF €100,000

CARGO THEFT INCIDENTS BY PRODUCT



HIGH END

No Christmas 'time off' for cargo criminals... 172 newly-recorded incidents see 2016 end on an unwanted high

TAPA's IIS reports loss total of €7.2 million for 41.9% of incidents with a value.

2016, a year of month-on-month increases in recorded cargo crimes, ended on another disappointing high for manufacturers and logistics service providers with an average of more than five newly-reported incidents a day in December. Overall, TAPA's Incident Information Service (IIS) captured data on 172 freight thefts during the month and losses of €7,262,800 for the 41.9% of these crimes stating a value.

Following a trend seen throughout the year, the majority of crimes occurred in just four countries in EMEA; the United Kingdom, Netherlands, Germany and Sweden, which accounted for 88.9% of all losses reported to IIS last month. The UK accounted for the highest number of these crimes with 60 or 34.9% of the total. Altogether, freight losses were identified in 12 countries in the EMEA region during the month.

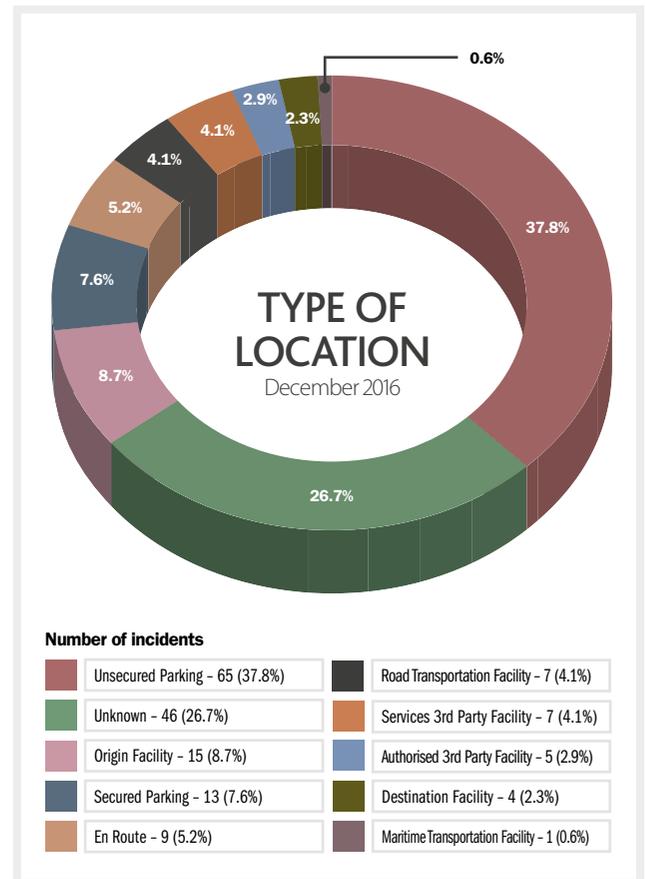
December's figures were 84.9% higher than the 93 freight crimes reported to

TAPA's IIS in the final month of 2015. This meant every single month of 2016 saw a significant increase in recorded cargo crimes over the corresponding month a year earlier.

The average loss for December 2016, based on incidents with a loss value, was €100,872.

In the 31 days of the month, IIS received reports of 11 major cargo crimes with losses in excess of €100,000. Eight of these thefts took place in the UK. Major losses were also recorded in France and South Africa. TAPA has been asked not to report any information on the other high value incident.

By far the highest loss last month occurred on 12 December and involved a forced stop and robbery of an armoured vehicle en route in Lyon, France. Four thieves reportedly used two cars to block the route of the vehicle at a motorway exit leading to an industrial estate to the north



MAJOR CARGO LOSSES

of the city. The driver and guard were subsequently locked inside the armoured truck and the thieves then set one of their abandoned cars on fire before escaping with Jewellery/Precious Metals valued at **€2,381,860**.



The eight major losses in the UK resulted in a combined loss of €2,339,695. This is made up of the following crimes:

€959,601

On 21 December, the driver of an LGV brazenly drove onto the location of an electronic goods warehouse and is said to have helped himself to a large shipment of Phones. The Services 3rd Party Facility targeted is in Accrington, Lancashire.



€358,432

Clothing & Footwear products were stolen after thieves gained entry to a secure parking site in Purfleet, Essex. They reportedly forced open 10 trailers before making off with a shipment of jeans.



€287,880

Prosecco valued at **€287,880** was the target in this Theft of Trailer crime, which also occurred at a secure parking location, this time in Kettering, Northamptonshire. According to intelligence shared with TAPA's IIS, the offenders entered the yard in a tractor vehicle and hitched it to the parked and unattended trailer in order to steal the goods on 15 December.



€267,314

Alcohol was also stolen in this theft from an Origin Facility in Lutterworth, Leicestershire, on 9 December involving a Deceptive Pick-Up. The driver of an HGV with cloned licence plates was allowed to collect the load from the warehouse and leave the site unchallenged.



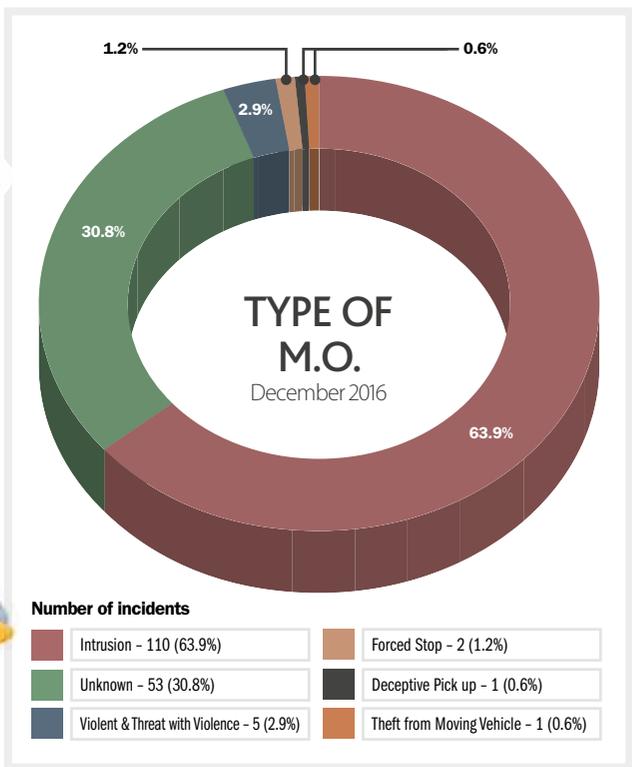
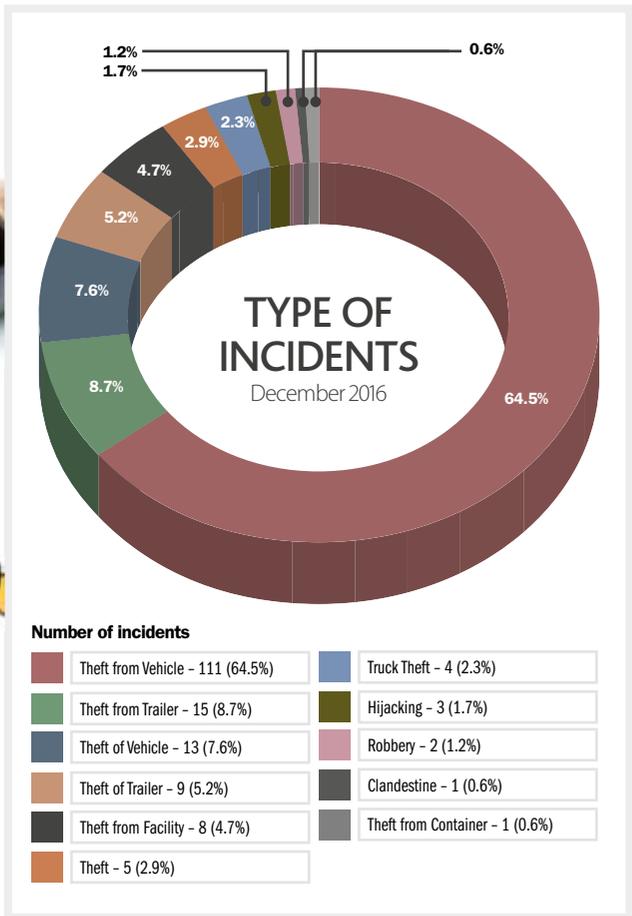
€128,052

This Theft of Vehicle crime saw the loss of menswear products on 18 December. According to IIS data, thieves were able to steal a loaded trailer from a logistics yard in Birmingham, West Midlands.



€125,000

The third high value loss from a supposedly secure parking location in the UK in December, this incident on 20 December took place in Rochdale, Greater Manchester, and involved the theft of a trailer and its cargo of sports shoes and clothing. Thieves are said to have accessed the site driving an HGV with a stolen semi-trailer. They unhitched the trailer in order to steal a parked and unattended unit and its cargo.



HIGH VALUE CARGO THEFTS IN DECEMBER 2017

€111,676

Another incident in Lutterworth in Leicestershire. On this occasion, thieves cut open the curtain side of a parked and attended truck to steal Computers & Laptops on 4 December.



€101,740

The third major cargo crime reported in Lutterworth took place on 30 December, another Theft of Vehicle involving the cutting open of the curtain side of a parked and attended HGV in a layby on the A5 main road. This resulted in the loss of a cargo of kitchen appliances.



'The majority of recorded losses in December of more than €100,000 or valued at between €50,000 and €100,000 occurred in the UK and regularly involved thieves cutting the curtain sides of parked and attended trucks.'



INCIDENTS IN DECEMBER WITH LOSSES OF BETWEEN €50,000 & €100,000



TAPA's IIS recorded a further 22 crimes in December with a loss value of between **€50,000-€100,000**. *Vigilant* is not allowed to publish the details of two of these thefts. On the remaining 20, regular readers of this IIS update will not be surprised to hear that 18 took place in the UK.

€93,082 – Prosecco stolen in a Theft from Vehicle incident in Northampton, UK, on 13 December.

€87,915 – 47 pallets of unspecified cargo taken from a truck at an unsecured parking location in Harworth, Nottinghamshire, UK, on 5 December.

€78,946 – Toys stolen from a parked and attended HGV at a unsecured parking location in Gloucestershire, UK, on 13 December.

€78,411 – Fridges stolen from a parked and attended truck on 9 December at a Road Transportation Facility on the M1 in Buckinghamshire, UK, after thieves cut open the curtain side of the vehicle.

€78,411 – Another Theft from Vehicle crime involving 'curtain cutting' of a parked and attended trailer. This incident on 9 December took place in an unsecured lay-by in Northamptonshire and resulted in the loss of bottles of brandy and prosecco.

€77,536 – Tyres stolen from a parked and attended truck in Castle Donnington, Leicestershire, UK, on 23 December.

€76,361 – Thieves entered a secure parking site in Northamptonshire, UK, on 22 December and stole an unattended semi-trailer loaded with cleaning products.

€71,686 – A cargo of motorcycle helmets stolen from a parked and attended truck in Worksop, Nottinghamshire, UK, on 6 December.

€65,342 – Few details are available on this loss. However, it was another incident in Lutterworth, UK, the location of three major cargo crimes last month.

€64,613 – A Theft from Vehicle of unspecified cargo in Annesley, Nottinghamshire, UK, on 23 December.

€63,588 – On 9 December, a shipment of training shoes was stolen in this Theft from Vehicle incident in Wakefield, West Yorkshire, UK.

€59,402 – Theft of washing machines in the UK. The offenders cut the curtain side of the parked and attended vehicle in Kettering, Northamptonshire, on 10 December.

€58,739 – Loss of unspecified products from a Road Transportation Facility in North Muskham, Nottinghamshire, on 22 December. Another curtain cutting crime.

€58,514 – Thieves cut the curtain side of a parked and attended truck in Corby, Northamptonshire, UK, on 19 December. No product details were recorded.

TYPES OF CRIMES REPORTED IN DECEMBER 2016

INCIDENTS IN DECEMBER WITH LOSSES OF BETWEEN €50,000 & €100,000

(continued)

€57,026 – No cargo details were reported for this truck curtain cutting crime at an unsecured lay-by in Nottingham, UK, on 7 December.

€53,701 – A shipment of cigarettes stolen after thieves made a forced entry of a parked and attended truck at a secure parking location in St. Helens, Merseyside, UK, on 9 December



€53,092 – Shoes were stolen in this attack on a truck at a Road Transportation Facility in Catalonia, Spain, on 9 December, while the driver was asleep in his cab during a break.

€52,865 – Theft of Vehicle with no load. Thieves broke through a wire fence in Skelmersdale, Lancashire, UK, and moved five HGVs without using keys in order to steal a specific vehicle.

€51,761 – A shipment of training shoes taken from a parked and attended truck at an unsecured lay-by near the M61 motorway in Bolton, Lancashire, UK, on 9 December.

€51,138 – Three pallets of electrical goods were stolen from an unlocked trailer in Västra Götaland, Sweden, on 1 December.



MOST TARGETED PRODUCTS

74 or 43.1% of the 172 new freight thefts in December either did not specify the products that were stolen or the goods were recorded as miscellaneous. There were also 11 cases, 6.4% of the total, which involved the theft of a truck and/or trailer where the vehicle in question was carrying no load.



The remaining thefts showed losses in 16 TAPA IIS product categories. Food & Drink, which featured in 18 or 10.5% of December incidents, recorded the highest number of losses. The other IIS categories with 10 or more recorded thefts last month were:

- Furniture/Household Appliances – 11 or 6.4%
- Cosmetics & Hygiene – 10 or 5.8%
- Computers/Laptops – 10 or 5.8%
- Clothing & Footwear – 10 or 5.8%

MOST TARGETED LOCATIONS

TAPA EMEA's new Secure Parking Programme can't come soon enough as December's data once again shows Unsecured Parking locations



as the locations where the highest number of cargo crimes occur, accounting for 65 or 37.8% of the monthly total. Unsecured parking places probably also account for the majority of the 46 or 26.7% of incidents where the location is recorded as unknown.

Nine different types of locations for cargo thefts were recorded by the IIS team in the final month of 2016. Origin Facility with 15 or 8.7% and Secured Parking with 13 or 7.6% were the only other locations to record double-figure losses.

MOST RECORDED INCIDENTS

The figures for December are dominated by Theft from Vehicle. It was the type of incident recorded in 111 or 64.5% of the month's crime reports to IIS. Theft from Trailer and Theft of Vehicle with 15 or 8.7% and 13 or 7.6% were the other two main types of locations for newly-recorded crimes.



Similarly, Intrusion remained by far the most popular M.O. of cargo thieves. It was used in 110 or 63.9% of the cases reported to IIS in December.

For further intelligence, TAPA EMEA members can search the IIS incident database on the Association's website.

If you have been a victim of a cargo crime or have seen a media report on a recent freight theft incident, click below to find out how to share this intelligence with TAPA's IIS database

HOW TO SHARE DATA





SEVEN ARRESTS CONNECTED TO €75M 2005 DIAMOND HEIST

Seven people have been arrested in connection with one of the world's biggest-ever cargo crimes, the theft of diamonds valued at €75 million from the side of an aircraft at Amsterdam Schiphol Airport in 2005.

Five men and two women, all Dutch nationals, were arrested in Amsterdam and Valencia, Spain. Media reports at the time of the crime highlighted how the gang had disguised themselves as airport workers in order to steal the diamonds as they were about to be loaded onto an aircraft. Although some of the diamonds were found in the thieves' getaway car, some €40 million of the stones have never been traced.



DRIVER ARRESTED FOR THEFTS OF CANCER DRUGS WORTH OVER €1 MILLION IN SHARJAH

Police in Sharjah have arrested a cargo warehouse employee who allegedly stole over €1 million of cancer drugs over a 12-month period.

The man, said to have been working as a driver, was detained after an inventory audit identified the losses. The suspect is reported to have told police that he had stolen several cartons of the drugs and sold them to two pharmaceutical companies.



HIJACKERS INTERCEPT AUTOMOTIVE PARTS DELIVERY

A truck driver delivering automotive parts to a car plant in Ontario, Canada, was stopped by three hijackers on 10 January before being bound and forced into the back of the trailer at gunpoint.



CARGO WORKERS USE STONE TILES TO CONCEAL LAPTOP THEFTS

Six employees of a cargo company in southeast Delhi have been arrested for stealing 38 laptops from a shipment of 140. They reportedly replaced the computers with stone tiles.



POLICE IN IRELAND INVESTIGATE NEW CASE OF THEFT FROM A MOVING VEHICLE

The theft of tens of thousands of euros worth of high value technology products in a suspected Theft from a Moving Vehicle crime in County Cork could be linked to a similar incident in 2015, Irish police believe.

While details of the theft are limited and no arrests have yet been made, a media report claims police have seized cars believed to have been used by the gang. They are now investigating similarities between this crime and one on a 50km stretch of the M7 motorway in March 2015 when an organised crime gang stole cigarettes worth €100,000 from a truck that was travelling at a speed of 80km.

SAPS ISSUES WARNING AFTER A SPATE OF TRUCK HIJACKINGS

The South African Police Service (SAPS) is warning drivers of trucks and delivery vehicles to be extra vigilant after a spate of recent hijackings in the Jet Park area of Gauteng province.

Several crimes have been reported after vehicles stopped at traffic lights or junctions, which provided an opportunity for the hijackers to threaten the drivers with a gun before taking control of their trucks or delivery vans. Cases involving bogus SAPS

and Ekurhuleni Metro Police Department (EMPD) 'police officers' stopping trucks in order to hijack them have also been recorded. Drivers have also been advised not to give a lift to anyone.





DATA SHOWS THE TOP 10 U.S. COUNTIES FOR CARGO THEFTS

Los Angeles with 329 incidents was the top U.S. county for cargo thefts in the period between 1 July 2013 and 1 July 2016, according to research compiled by CargoNet and AFN Logistics.

The complete list of counties where cargo theft occurred most frequently is as follows:

1. Los Angeles County, CA
2. Dallas County, TX
3. San Bernardino County, CA
4. Cook County (Chicago), IL
5. Miami-Dade County, FL
6. Harris County (Houston), TX
7. Tarrant County (Arlington/Fort Worth), TX
8. Middlesex County (Edison), NJ
9. Will County (Bolingbrook), IL
10. Riverside County, CA

Theft by Location

The most common places for reported cargo theft incidents during this period were:

1. Warehouse/DC: 329 thefts
2. Other: 295
3. Parking lot: 170
4. Secured yard: 166
5. Unsecured yard: 120

Other theft locations cited in the research include truck stops, side of the road, carrier or terminal lots, drop lots, and ports of entry.

NEW MEXICO SENATOR PROPOSES TOUGH NEW PENALTIES FOR CARGO THIEVES

A New Mexico senator has proposed a bill to establish the theft of trailer or container cargo as a specific offence which incurs significant punishment. Under the bill, offenders would face up to nine years in prison and fines based on the market value of the stolen goods as well as the costs involved in recovering the property.

The senator has pointed out that cargo theft is bad for truckers, consumers and the economy, according to media reports. Similar legislation and penalties are already in place in Florida, Georgia, New Jersey and Texas.



TAPA AND INDUSTRY *events...*

FEBRUARY

07 - 09	TB Forum – Moscow (RU) http://eng.tbforum.ru
08 - 09	Maintenance Schweiz – Zurich (CH) http://www.easyfairs.com/maintenance-schweiz-2017/maintenance-schweiz-2017/
08 - 10	Fruit Logistica – Berlin (DE) http://www.fruitlogistica.com/
09 - 12	CeMAT Eurasia – Istanbul (TR) http://www.cemat.de/en/news/article/ce-mat-eurasia.xhtml
22 - 25	TranspoTec – Verona (IT) http://www.transpotec.com/

MARCH

07 - 08	Middle East Rail – Dubai (AE) 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 - 14	Total Security Summit – London (GB) http://totalsecuritysummit.co.uk/
13 - 15	ISS World – Middle East – Dubai (AE) https://www.issworldtraining.com/iss_mea/index.htm

MARCH

14 - 16	Homsec – Madrid (ES) http://www.homsec.es/
14 - 16	Intralogistics – Paris (FR) http://www.intralogistics-europe.com/
14 - 16	LogiMAT – Stuttgart (DE) http://www.logimat-messe.de/
14 - 16	SITL – Paris (FR) http://www.sitl.eu/
15 - 16	Sectec – Lillestrøm (NO) http://www.securityworldhotel.com/sectech/no/index.asp
15 - 16	TAPA EMEA H1 Conference – Milan (IT) https://tapaemea.org/milan/home.html
15 - 18	Security Expo – Sofia (BG) http://securityexpo.bg/en
20 - 24	CeBIT – Hannover (DE) http://www.cebit.de/en/
21 - 23	Securex 21-23 March – Lagos (NG) http://www.securexwestafrica.com/



MARCH

21 - 24	Securika / MIPS – Moscow (RU) http://www.securika.ru/en-GB
22 - 23	Infosecurity Secura – Brussels (BE) http://www.infosecurity.be/http://www.easyfairs.com/?id=97075
23 - 25	Logistica Parma – Parma (IT) http://www.mecspe.com/salone-logistica/
23 - 25	Transport Scandinavia – Herning (DK) http://www.transport-messen.dk/
29	e-crime & Cybersecurity – Dubai (AE) http://www.e-crimecongress.org/event/dubai
29 - 30	Logistik Sweden – Malmö http://www.easyfairs.com/industrimaessor-na-syd-2017/

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



SAVE THE DATE

TAPA@20 LONDON

OCTOBER 25 & 26, 2017

A special anniversary global conference looking at the impact of cargo crime since the Transported Asset Protection Association (TAPA) was founded in 1997 and a unique insight into the new and emerging threats confronting supply chain security professionals.

For sponsorship opportunities
contact info@tapaemea.org

