

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA

RAISING THE STAKES

TAPA joins forces with 12 business associations to put Germany's €1.3 billion a year cargo crime spree on the political and policing agendas

Pages 3-5: Adoption of TAPA's Security Standards hits an all-time high in EMEA

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welcome

RECORDS WE CAN BE PROUD OF IN 2017



TAPA EMEA members who have studied our newly-published *Incident Information Service (IIS) Annual Report for 2017* will know that last year was a record in terms of the number of cargo crimes reported to the Association, 2,880 in total in EMEA and 10.5% higher year-on-year.

Recording an increase in crime will not be seen as a success by those outside of our Association. Some may even regard it as a sign of failure. If there is more crime, surely it means we are losing the battle against cargo theft. Of course, that's not true. First of all, we know that only a relatively small percentage of all the crimes added to the IIS database are crimes suffered by TAPA members. That is only to be expected given the high degree of focus our members give to this important issue, and the value they gain from being a member of TAPA. Using our Security Standards, intelligence, training and networking alongside their own in-house supply chain security programmes is the most effective way to combat crime.

We are also realistic enough to know that even with a record number of recorded crimes, our IIS data is still only a guide to the true level of cargo crime we believe is taking place across

the EMEA region. That is why recording more crime is a reason to be positive because it means we have been successful in gathering further intelligence on incidents that are going on, and we can use this to make our supply chains safer.

To see that the number of incidents in January rose by a further 18.5% year-on-year is an immediate reminder that the New Year is already putting us on course for a new record crime rate in 2018.

That is why we must continue to explore, develop and participate in initiatives that can help to minimise losses from our members' supply chains. In this issue, we feature one of these initiatives and it is one I am personally very confident in; the Theft Prevention in Freight Transport and Logistics Working Group in Germany, which has raised the issue of cargo crime to a Federal Ministry level.

TAPA is playing a leading role in the group and is working in partnership with 12 other business associations in Germany. This is making our data more relevant and accurate, and giving us a more powerful and louder voice which politicians and police authorities are hearing. It is essential that this initiative succeeds because I believe it represents a partnership model we can then use to engage with governments and law enforcement agencies in other countries in EMEA where we believe cargo crime remains massively unrecognised and underreported.

A statistic we can most certainly be extremely proud of is the one that shows a record number of TAPA FSR and TSR Security Standards certifications in our region in 2017, a collective 771 certifications in 60 countries in EMEA by the end of last year. With cargo crime growing at a record level and all the indicators suggesting at least a double-digit increase in reported incidents again in 2018, there has never been a more appropriate time to commit to our Standards. They are more important to supply chain security in 2018 than ever before.

In April, in Warsaw, our first conference of 2018 will give us an opportunity to offer face-to-face support to members that want to begin their implementation of the TAPA Standards or wish to grow their existing FSR or TSR programmes at a faster rate. I urge you to use this opportunity.

Finally, you will read the result of our 2018-2021 TAPA EMEA Board Election. Thank you to everyone who voted and, of course, thank you to the Directors who will serve our Association for the next three years as we continue to move forward in our own right as well as with our partners and other supply chain security stakeholders.



Thorsten Neumann
Chairman

ADOPTION OF TAPA SECURITY STANDARDS HITS AN ALL-TIME HIGH IN 2017 AS FSR AND TSR CERTIFICATIONS NOW COVER 60 COUNTRIES IN EMEA



The number of TAPA Security Standards certifications in the Europe, Middle East and Africa (EMEA) region climbed to their highest-ever level in 2017 as more companies adopted the Association's Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) than at any time in TAPA's 20-year history.

Figures for the year show a 16.6% increase in FSR certifications to a total of 645 locations across the region, while the 126 companies with TSR certifications contributed to a 41.5% improvement year-on-year. The year ended with 83 FSR certifications in Q4, up 124.3% over the last three months of 2016. The number of TSR certifications rose from seven to 12 over the same period, 71.4% higher.

In Q4, a total of 18 companies achieved FSR certifications in the region and a further eight earned TSR certifications. These were spread across 21 countries in EMEA:

- Austria
- Belgium
- Czech Republic
- Finland
- France
- Germany
- Ireland
- Italy
- Netherlands
- Norway
- Poland
- Portugal
- Romania
- Russia
- South Africa
- Spain
- Sweden
- Switzerland
- Turkey
- United Arab Emirates
- United Kingdom

TOP 10 FSR

Each of the top 10 countries for FSR certifications in 2017 recorded growth over 2016:

Country	Total	% growth over 2016
Netherlands	95	3.3%
United Kingdom	78	18.1%
Italy	64	25.5%
Spain	42	10.5%
Germany	37	32.1%
United Arab Emirates	32	14.3%
Turkey	25	38.9%
France	23	21%
Czech Republic	20	33.3%
Belgium	17	6.2%

TOP 5 TSR

Similarly, the countries with the highest number of TSR certifications also reported year-on-year increases:

Country	Total	% growth over 2016
Netherlands	44	10.5%
Italy	12	100%
Germany	12	50%
Belgium	9	125%
United Kingdom	9	50%



Overall, Manufacturers looking to work with Logistics Service Providers with TAPA Security Standards certifications can now choose from FSR sites in 59 countries in EMEA and TSR-certified operators in 23 countries.



Mark Gruentjes, TAPA EMEA's Standards Lead, commented: "The number of TAPA FSR and TSR certifications are continuing to show growth each year as more companies recognise the value of operating

TAPA-approved facilities and trucking services. The increase can also be partly attributed to more manufacturers asking or requiring their logistics service providers to meet the TAPA Security Standards.

"In the last two years, we have seen the number of FSR certifications in EMEA rise by 46.6% and TSR certifications over this period have increased 85.3%.

"With the launch of the latest versions of both Standards last year, and the fact that these are applicable for a three-year period, we expect to see more companies adopting FSR and TSR in 2018, which we will support with advice, guidance and training."

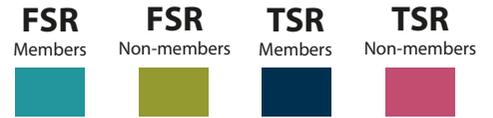
If you have any questions regarding TAPA's FSR or TSR Security Standards, please contact

info@tapaemea.org

TAPA CERTIFICATIONS IN EMEA

Where to find a TAPA certified supplier

Members looking for transportation and logistics service providers with TAPA FSR or TSR compliant facilities or trucking operations now have a choice of partners in 60 countries across the region. To identify FSR or TSR certified operators, members should go to the TAPA EMEA website at www.tapaemea.org where they will find an up-to-date listing of all facilities and companies.

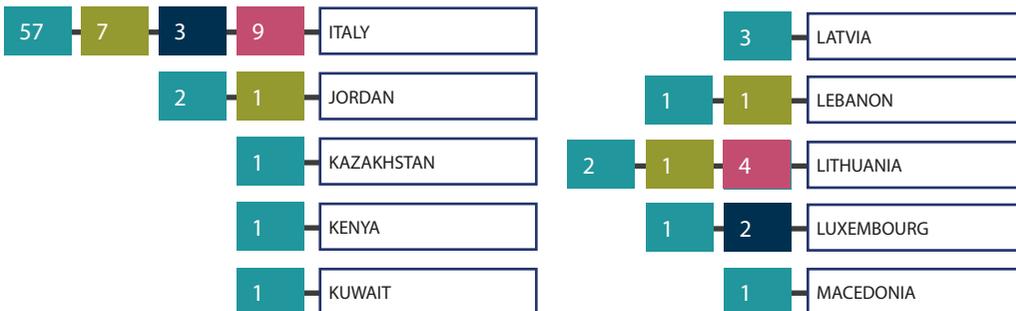
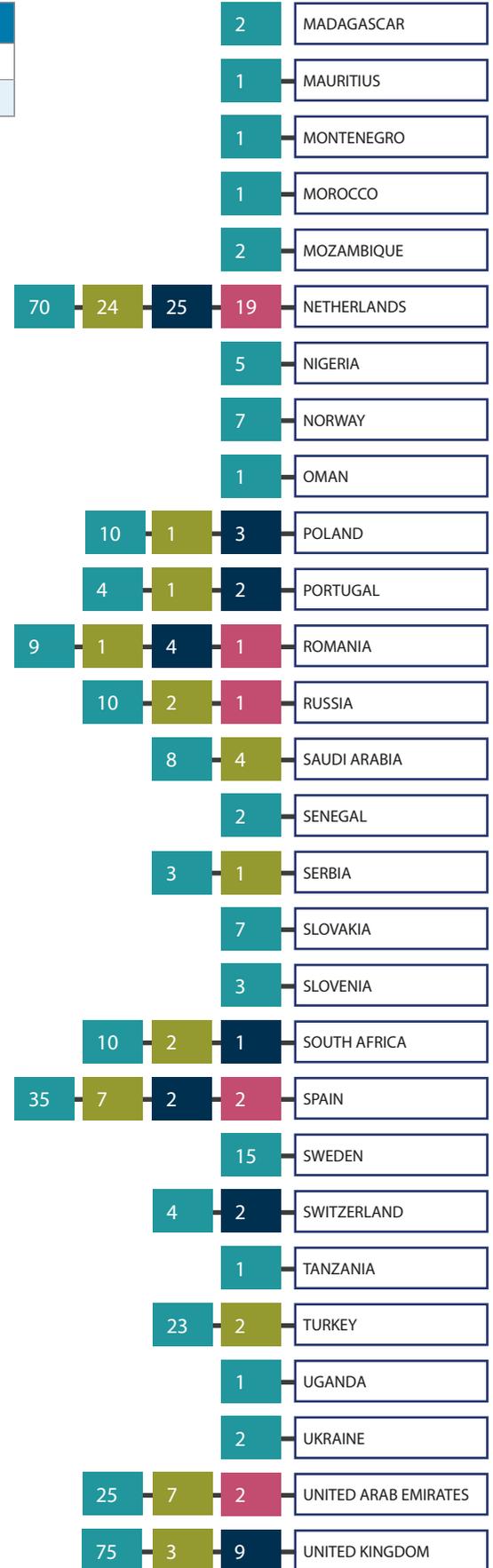


AUSTRIA	10	2		
BAHRAIN	3	1		
BELARUS	2			
BELGIUM	17	7	2	
BOTSWANA	1			
BULGARIA	4	2	1	
CAMEROON	1			
CROATIA	2			
CZECH REPUBLIC	18	2	2	
DENMARK	3			
EGYPT	1	1		
ESTONIA	4			
ETHIOPIA	1			
FINLAND	7	1	1	1
FRANCE	22	1	1	1
GABON	1			
GEORGIA	1			
GERMANY	33	4	9	3
GREECE	2	1	1	1
HUNGARY	11	4	2	
ICELAND	1			
IRELAND	13			



Total certifications to 31 December 2017

	Members	Non Members	Total	% Change YoY
FSR	563	82	645	16.6%
TSR	76	50	126	41.5%



ON THE SAME SIDE

CARGO CRIME COOPERATION IN GERMANY

The true scale of cargo crime in Germany has been something of a mystery for years, not helped by what turns out to be massive underreporting of freight thefts for a wide variety of reasons.

In 2017, TAPA's Incident Information Service (IIS) saw a 13.8% fall in the number of recorded incidents in Germany and losses with a value of just €5.4 million. New data from 13 business associations in Germany, led by TAPA EMEA, however, estimates the real figure to be over €1.3 billion every year with a new attack on a truck taking place, on average, every 20 minutes.

Now, this powerful group has captured the attention of government and law enforcement agencies, and is spearheading unprecedented collaboration between all supply chain security stakeholders...



It is a classic 'chicken and egg' dilemma. In order to demonstrate the severity of cargo crime and to get politicians and police agencies to take the problem seriously, organisations like TAPA need a significant and accurate bank of data and intelligence to argue their case. The bodies that need to be convinced are often those that hold that intelligence and, for whatever reason, are not sharing it to help highlight or tackle the issue.





The disparity between the actual level of cargo crime in countries across the EMEA region and the number of incidents reported to TAPA's Incident Information Service (IIS) remains one of the Association's biggest areas of focus, and greatest frustrations.

Anecdotally, as an association of supply chain security experts, TAPA knows the scale of the problem across the region is far, far greater than the current level of intelligence suggests. Despite the newly-published *IIS Annual Report* for the EMEA region showing a total of 2,880 cargo thefts in 2017, up 10.3% year-on-year, and a total loss of **€105,081,153** for the 58.6% of these crimes reporting a value, this is almost certainly still a fraction of the true picture.

There are many well-known reasons why more cargo losses are not recorded in the IIS database, such as:

- Law enforcement agencies are not allowed to share incident data with third parties
- Police forces do not specifically recognise or categorise cargo crime; thefts from trucks, for example, can fall within the much bigger and more diverse category of vehicle crime, and thefts from cargo facilities can be recorded under the broader range of thefts involving commercial properties
- Companies are reluctant to admit they have suffered a loss

So, the big question for associations like TAPA is 'what can we do?'

It is a classic 'chicken and egg' dilemma. In order to demonstrate the severity of cargo crime and to get politicians and police agencies to take the problem seriously, organisations like TAPA need a significant and accurate bank of data and intelligence to argue their case. The bodies that need to be convinced are often those that hold that intelligence and, for whatever reason, are not sharing it to help highlight or tackle the issue.

Germany is one of many countries in EMEA where the level of cargo crime reported to TAPA every year is considered to be only a tiny percentage of the actual losses taking place.



While the main types of incidents, locations of crimes and modus operandi of cargo thieves operating in Germany are well-established by TAPA's IIS, the rate of less than one freight loss a day – based on recorded incidents – hasn't been sufficient to make this a priority issue for the police nor politicians.

The same can be said of virtually every country in EMEA but, in Germany, this is finally starting to change.

In 2014, TAPA helped to lead the establishment of the 'Theft Prevention in Freight Transport and Logistics Working Group'. The following year, the group created the first version of its plan to begin addressing cargo theft in Germany for 'counteracting thefts in the transport sector on public highways'. Since then, the participants have been meeting regularly and undertaking all the necessary behind-the-scenes activities that are essential building blocks in any successful public private partnership, such as meetings with Ministry representatives and nurturing law enforcement relationships.

Last September, this gained further momentum when Germany's Federal Ministry of Transport & Digital Infrastructure (BMVI) published its *Freight Transport & Logistics Action Plan* to ensure a 'sustainable and efficient future' for one of the country's most vital industries. Thanks largely to the proactive campaigning of the Working Group, listed within the five main priorities of the plan was a commitment to 'Counter theft in the freight transport sector in the public street environment' – a fundamental step forward for all concerned with reducing cargo crime.

The plan outlined the following actions for the 19th legislative period, which is beginning now:

- Discuss possible improvements with the police authorities, which could lead to cooperation between several state police offices; the BMVI will ask the Conference of Transport Ministers to take the issue to the Conference of Interior Ministers to initiate further solutions;

RECORDED CARGO LOSSES IN GERMANY

Source: TAPA EMEA Incident Information Service (IIS)

	Total number of incidents	Major crimes over €100,000	% of all crimes with a value	Total loss of all crimes with a value	Average loss based on crimes with a value
2017	262	16	48%	€5,425,474	€43,059
2016	304	22	30.20%	€5,995,223	€65,165
2015	120	13	47.50%	€4,151,838	€72,839
2014	285	41	45.20%	€14,929,360	€123,383

- Reports prepared by the Federal Office for Goods Transport to drive the first improvements and to be regularly updated and refined;
- The results of the industry Working Group to form part of the consultation by BMVI's working group focusing on security in logistics;
- The European Commission's DG MOVE and DG HOME to examine appropriate activities at a European level.

Other possible initiatives could include:

- Motivating vehicle manufacturers to provide appropriate safety measures
- Working with the Inland Transport Committee of the UNECE and the International Transport Forum to look at cross-border transport and logistics operators' challenges in the EU, and consider appropriate measures to counter cargo crime



THEFT BY PRODUCT - 2017

Germany	*Number of incidents	% of total
Unspecified	46	17.5%
No Load (Theft of truck and/or trailer)	42	16%
Furniture/Household Appliances	28	10.7%
Miscellaneous	22	8.4%
Tobacco	20	7.6%
Clothing & Footwear	18	6.9%
Computers/Laptops	15	5.7%
Car Parts	14	5.3%
Food & Drink	13	5%
Tools/Building Materials	13	5%
Cosmetics & Hygiene	11	4.2%
Tyres	7	2.7%
Toys/Games	5	1.9%
Metal	3	1.1%
Bicycles	2	0.8%
Sports Equipment	1	0.4%
Pharmaceuticals	1	0.4%
Cash	1	0.4%

To increase this momentum at the start of the 19th legislative period, the 13 business associations participating in the 'Theft Prevention in Freight Transport and Logistics Working Group' issued a statement calling for greater support and action by law enforcement agencies in Germany.

The statement highlighted the group's key cargo crime findings:

- Cargo thefts in Germany now result in product losses valued at **€1.3 billion** a year
- Physical cargo carried onboard almost 26,000 trucks is stolen annually
- On average a truck is targeted by thieves in Germany every 20 minutes
- Further damages of **€900 million** are caused every year by penalties for delivery delays, the cost of replacing stolen products and repairing damage to vehicles targeted by cargo thieves.

Not surprisingly, one of the biggest challenges identified by the group is the continued low level of reporting and recording of cargo thefts in Germany, which follows a similar trend seen across Europe, and the fact that many of the incidents of thefts from vehicles in Germany involve trucks which are registered and insured in other European countries. Understanding the true causes and impact of cargo crime in Germany is also further complicated by the fact that German law enforcement agencies do not keep their own cargo crime statistics.

The Working Group stated: "The business associations supporting this initiative are doing so because of the scale of cargo thefts and their impact on businesses in Germany. The 'Theft Prevention in Freight Transport and Logistics Working Group' aims to increase the safety of transport logistics by, among other things, means of higher safety standards and investments in locating technology, anti-theft alarm systems, immobilizers and secured parking spaces. We are urging the authorities to provide more support through increased search pressure on internationally active criminal organisations.

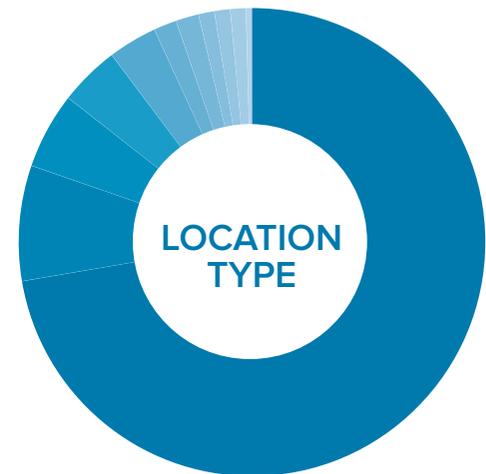


IIS: CARGO CRIME TRENDS IN GERMANY IN 2017



ALL INCIDENTS

Theft from Vehicle	154 (58.7%)
Theft	27 (10.3%)
Theft from Trailer	26 (9.9%)
Theft from Facility	18 (6.9%)
Theft of Vehicle	9 (3.4%)
Truck Theft	9 (3.4%)
Theft of Trailer	7 (2.7%)
Robbery	5 (1.9%)
Hijacking	2 (0.8%)
Clandestine	2 (0.8%)
Theft from Train	2 (0.8%)
Fraud	1 (0.4%)



ALL INCIDENTS

Unsecured Parking	189 (72.2%)
Services 3rd Party Facility	21 (8%)
Secured Parking	14 (5.3%)
Unknown	11 (4.2%)
Railway Operation Facility	9 (3.4%)
En Route	4 (1.6%)
Origin Facility	4 (1.6%)
Authorised 3rd Party Facility	3 (1.1%)
Destination Facility	3 (1.1%)
Road Transportation Facility	3 (1.1%)
Maritime Transportation Facility	1 (0.4%)

“The police authorities also need to be more present at highway service stations, and specialist police units and law enforcement agencies should help to streamline transnational law enforcement. In order to take targeted preventive and repressive measures, the investigating authorities must improve recording of ‘cargo theft’ offences and create the conditions for nationwide uniform reporting of cargo crime. Lack of staff, poor networking and low specialisation only serve to delay investigations. This situation has to be addressed as quickly as possible.”



Thorsten Neumann, Chairman of TAPA EMEA, is an active participant in the group on behalf of the Association, and is confident that the new focus

on cargo crime and shared objectives by businesses, associations, law enforcement and the Federal Ministry will finally lead to a breakthrough in both cargo crime reporting and prevention.

He said: “For the first time, the 13 business associations working together have determined a figure for the true cost of cargo crime in Germany. That is a significant step forward and is helping to focus the attention of all stakeholders. In terms of what else TAPA EMEA can do to support this initiative, it is important for all members to report incidents in Germany and to cooperate with law enforcement agencies in their investigations. Going forward, if we achieve success here, it can provide a benchmark for the approach needed in other countries in our region. The more successful the outcome is in Germany, the more leverage we will have with politicians and police agencies elsewhere. There is still a great deal of work to be done but all of the most relevant stakeholders are now on the same side and working for the same outcome.”

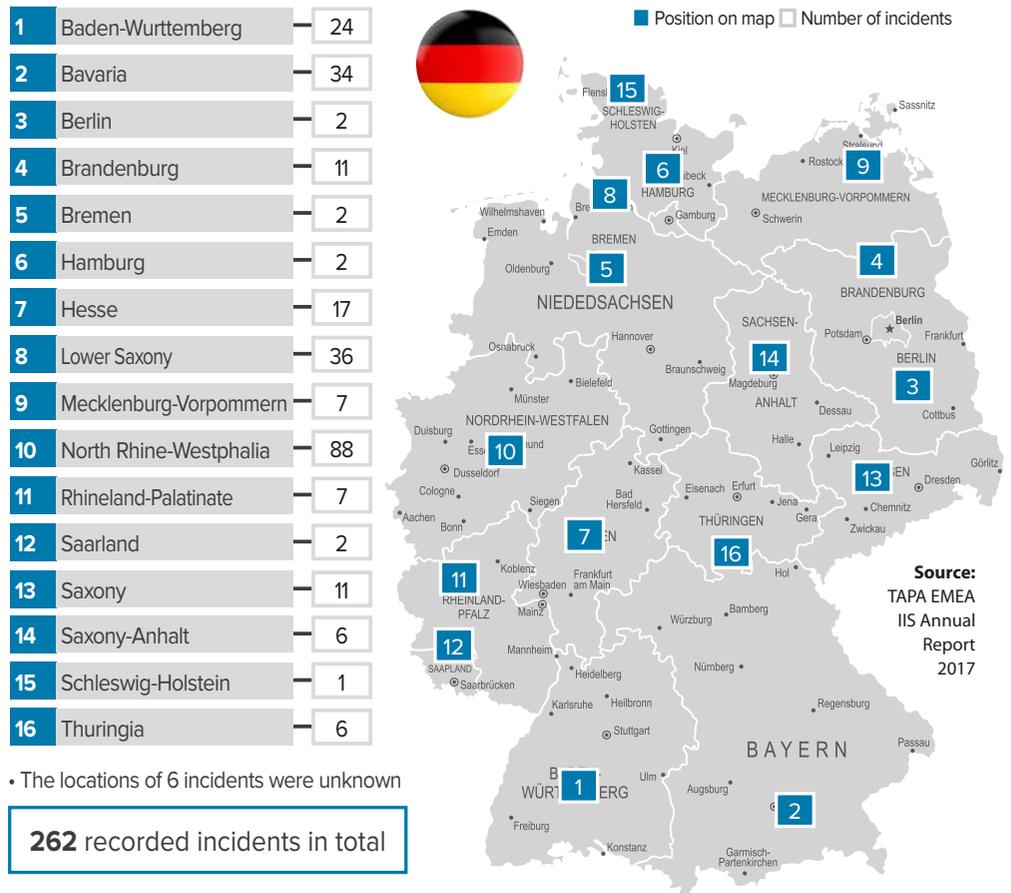
In support of the Working Group’s objectives to reduce cargo thefts in Germany, TAPA will also be encouraging companies across the country to increase their adoption of its three industry standards for supply chain security: Facility Security Requirements (FSR), Trucking Security Requirements (TSR) and the new Parking Security Requirements (PSR).

Continued on page 11



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CARGO CRIMES BY REGION - 2017





In addition to TAPA EMEA, the association members of the Theft Prevention in Freight Transport and Logistics Working Group are:

- **Alliance for Security in Business North Germany (ASWN)**

Established 1969 in Hamburg, the ASWN (Alliance for Security in Business North Germany) is a non-profit association focused on safety and security for businesses based in North Germany, and establishing public private partnerships for its members.

- **ASW Bundesverband - Allianz für Sicherheit in der Wirtschaft Ev**

The German Association for Security in Industry and Commerce and an active partner in the political legislative process.

- **BDSW ASSOCIATION OF SECURITY ECONOMY Ev**

The BDSW represents the interests of the security industry towards politics and authorities as well as science and industry. Most of the approximately 984 current BDSW member companies are security service providers.

- **BDGW Bundesvereinigung Deutscher Geld- und Wertdienste Ev**

The Federal Association of German monetary and value services. The BDGW currently represents 33 ordinary and 32 extraordinary member companies. Overall, the industry has more than 2,500 armored special money transport vehicles and employs approximately 11,000 people.

- **Federal Association of Road Haulage Logistics and Waste Management (BGL) Ev**

Members of the BGL are 18 state and federal organisations.

- **Bundesverband Paket und Expresslogistik e. V. (BIEK)**

The Federal Association of Parcel and Express Logistics represents the interests of the leading companies in this industry. More than 3.16 billion courier, express and parcel shipments (KEP) are sent in Germany annually.

- **Federal Association for the Economy, Transport and Logistics (BWVL) e.V.**

The BWVL is a German-based association specialising in private transport and logistics. Its main task is representing its members' interests in economics and politics.

- **Gesamtverband der Deutschen Versicherungswirtschaft e.V. (GDV)**

The Berlin-based German Insurance Association (GDV) is the federation of private insurers in Germany. Its about 460 member companies offer comprehensive coverage and retirement provisions to private households, trade, industry and public institutions, through 431 million insurance contracts.

- **Verband Chemiehandel e.V. (VCH)**

In addition to the extensive lobbying activities for the entire chemical trading industry, the association sees itself primarily as a service and information centre for its members.

- **German Forwarding and Logistics Association e. V. (DSLVL)**

The top organisation of German forwarding and logistics service providers, DSLV represents about 3,000 companies with more than 550,000 employees through its

16 national associations. They generate 90% of the annual industry turnover of around €94 billion. Together with the employers' association Spedition und Logistik Deutschland (ASL), the Association Automobile Logistics in DSLV (AML), the Protection and Action Group for Increasing Security in Forwarding (safe) and the Federal Association of Furniture Freight Forwarding and Logistics (AMÖ), DSLV represents companies performing the entire range of freight forwarding and logistics services.

- **German Chemical Industry Association (VCI)**

With around 1,700 member companies, more than 90% of the turnover of the chemical-pharmaceutical industry in Germany is represented by the German Chemical Industry Association (VCI). With 22 trade associations covering all product areas of the industry and eight state associations in the regions, VCI is one of the three largest industrial associations in Germany.

- **Verband Deutscher Verkehrsunternehmen e. V. (VDV)**

The VDV supports and advises some 600 members from the public transport and rail freight transport sectors in 9 national groups and 5 divisions: bus, tram, rail passenger transport, rail freight transport as well as associations and task force organisations.



2017
RECORDED CARGO
CRIMES IN EMEA



2,880

Number of cargo crimes reported to TAPA's IIS in EMEA – up 10.3% over the 2,611 theft incidents in 2016

41

Number of countries in the EMEA region reporting cargo theft incidents in 2017 vs. 34 in 2016

€62,178

Average loss for cargo thefts with a value

139

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



9.8%

Food & Drink was the IIS product category with most thefts, 282 in total or 9.8% of all crimes

€105,081,153

Total loss for all crimes reporting a value in 2017

1,493

The United Kingdom recorded the highest number of cargo crimes – 51.8% of the annual total and a 25.6% increase YoY in supply chain thefts

56.8%

Of crimes provided a loss value



19

Number of TAPA IIS product categories recording losses

€8,108,416

An Internal theft of Cash-in-Transit from an armoured truck near Heathrow Airport's Terminal 4 in the UK on 14 March 2017

4.5%

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

73.5%

Of reported incidents involved Theft from Vehicle, 2,114 crimes in total

€54,986,504

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

386

The number of incidents with a loss value between €50,000 and €100,000

€395,586

Average loss for the 139 major cargo crimes in EMEA

89.9%

Annual increase in recorded cargo crimes in Unsecured Parking locations compared to 2016

€25.3m

Total value of losses between €50,000-€100,000

2,019

Of the freight theft incidents in EMEA took place in Unsecured Parking locations in 2017

96.4%

Or 2,779 of crimes recorded in 2017 took place in 10 countries in EMEA

EYE-ON-TECH



Axis Communications launches new software for easy on-site device management and proactive cybersecurity control

AXIS Device Manager performs fast, easy configuration of new devices, complete with backup and restore settings, as well as efficient installation of firmware upgrades. It facilitates efficient device configuration including device hardening and certificate deployment. It is suitable for managing up to a couple of thousand Axis network cameras, access control and audio devices on one site — or several thousand devices across multiple sites.

[Read more...](#)

Video Surveillance Report: Market for sensors in security and surveillance applications to nearly double by 2023

With the proliferation of the Internet of Things (IoT) driving new opportunities for sensors in security and surveillance applications, the market for these sensors is expected to grow exponentially over the next five years, according to a new report from Frost & Sullivan.

The market research firm says the total sensors market in security and surveillance applications, which includes such sensors as image, LiDAR, RFID, motion, gesture, biometric, sound, flame detection, smoke detection, biosensor, gas, and explosion detection, was worth just north of \$6.2 million in 2016, with image sensors holding the largest market share at 23%. However, by 2023, the market is expected to be nearly double that at just over US\$12 million.

[Read more...](#)

Motorola to acquire Avigilon in billion-dollar deal

Motorola Solutions has entered into a definitive agreement to acquire video surveillance provider Avigilon in an all-cash transaction that will enhance Motorola Solutions' portfolio of mission-critical

communications technologies. The enterprise value of the transaction is approximately US\$1.0 billion including Avigilon's net debt.

Based in Vancouver, British Columbia, Avigilon designs, develops and manufactures advanced security surveillance solutions, including video analytics, network video management software and hardware, surveillance cameras, and access control solutions. Avigilon products are used by a range of commercial and government customers including critical infrastructure, airports, government facilities, public venues, healthcare centres and retail. The company holds more than 750 U.S. and international patents.

[Read more...](#)

White Paper: Cybersecurity and IP Video Surveillance 2017

Modern IP technology can enable effective and manageable video surveillance to protect people, their information, their properties, and help ensure continuous operation. It can also create the potential for enhanced safety and security benefits for our society to prevent costly security incidents. However, the cyber security of IP technology has been challenged by the pace of technology transition and development, creating potential safety and economic risks. A White Paper has now been created to help you understand better how to mitigate against cybercrime.

[Read more...](#)

Has the gap closed between security fiction and security reality?

Among its many uses and benefits, technology is a handy tool in the fantasy world of movie and television thrillers. We all know the scene: a vital plot point depends on having just the right super-duper gadget to locate a suspect or to get past a locked door. In movies and TV, face recognition is more a 'super power' than a technical function. Video footage can be magically enhanced to provide a perfect image of a license plate number. We have all shaken our heads in disbelief, and yet, our industry's technical capabilities are improving every day. Are we approaching a day when the

"enhanced" view of technology in movies and TV is closer to the truth? We asked this week's Expert Panel Roundtable: How much has the gap closed between the reality of security system capabilities and what you see on TV (or at the movies)?

[Read more...](#)

White Paper: Eight considerations for perimeter security

Protecting critical facilities and their resources against intrusion and misuse of materials is a critical role consultants and security integrators deal with every day. Remembering a few key things can go a long way in ensuring the implementation of your camera security meets your objectives. This White Paper presents eight things to consider as you begin to roll out your new camera-based security measures or review your existing ones. Topics covered include understanding cameras, terrain, future-proofing, blind zones, night surveillance, layouts and more.

[Read more...](#)

Want to contribute to Eye-on-Tech? Let us know at info@tapaemea.org. Our objective is to bring you information that really matters to the Supply Chain Security Industry - information by the industry, for the industry.



Frédéric Haegeman

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

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY



January 2018

Belgium	2 (1.1%)
Denmark	1 (0.6%)
France	9 (5.0%)
Germany	3 (1.6%)
Greece	1 (0.6%)
Hungary	1 (0.6%)
Italy	2 (1.1%)
Netherlands	4 (2.2%)
Nigeria	1 (0.6%)
Poland	1 (0.6%)
South Africa	3 (1.6%)
Spain	3 (1.6%)
Sweden	10 (5.6%)
United Kingdom	137 (76.6%)
Zimbabwe	1 (0.6%)

Number of incidents in month



€269,700

Average loss for the 14 major cargo crimes reported to TAPA's Incident Information Service (IIS) in January 2018



€8,020,896

Total loss for the 144 or 80.4% of crimes stating a value

+18.5%

Change in the number of recorded cargo crimes vs. January 2017



179

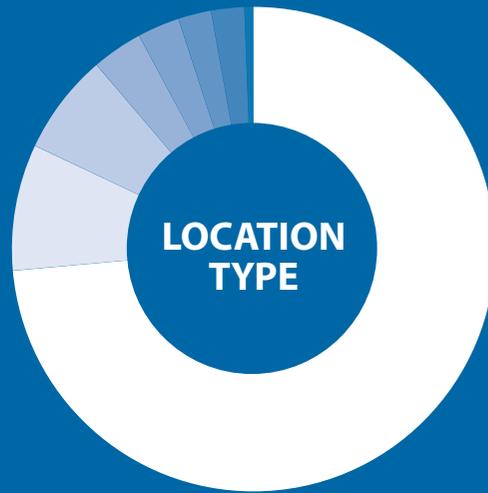
Number of new cargo crimes recorded by TAPA's IIS last month

€567,830

Biggest single loss - Theft from Vehicle in an unsecured parking place in Milton Keynes, UK, on 23 January and the loss of a shipment of handbags

Number of countries reporting incidents

15



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

 **€55,700** **AVERAGE LOSS VALUE LAST MONTH**

73.7%

Or 132 of the recorded incidents took place in Unsecured Parking locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	145 (81.0%)
Unknown	23 (12.8%)
Violent & Threat with Violence	7 (4.0%)
Deceptive Pick Up	2 (1.1%)
Deception Other	2 (1.1%)

NEVER ENDING JOURNEY

AN OMINOUS START TO 2018 AS LOSSES RISE 18.5% YEAR-ON-YEAR AND CARGO THEFTS WITH A VALUE EXCEED €8 MILLION

Following TAPA EMEA's newly-released *Incident Information Service (IIS) Annual Report for 2017* showing a 10.3% increase in recorded cargo crimes in the region last year, 2018 got off to an ominous start with freight losses up by a further 18.5% year-on-year in January.

The 179 reported incidents last month compared to 151 in January 2017.

Cargo crimes were recorded in 15 countries across the EMEA region in the past month, producing a total loss value of **€8,020,896** for the 144 or 80.4% of reports providing financial data. The average loss, based on all crimes with a value, however, fell by 52.7% over the corresponding month last year to **€55,700**.

14 of the crimes added to the TAPA IIS database in January were major cargo thefts with loss values in excess of **€100,000**. They had a combined value of **€3,775,805** and an

average loss of **€269,700**. TAPA EMEA has been asked not to share any information on three of these crimes. The remaining 11 involved values and losses of:

€567,830

The loss of a shipment of handbags in a Theft from Vehicle crime in Milton Keynes, United Kingdom, on 23 January. Thieves forced their way into a parked and attended HGV and semi-trailer that had stopped in an unsecured parking location on an industrial estate.

€566,651

Another Theft from Vehicle in the UK and another attack on a parked and attended truck in an unsecured

parking place. In this crime on 4 January, offenders cut the tarpaulin side of the vehicle in Lichfield, Staffordshire, and stole its cargo of headphones.

€400,000

Two trailers loaded with 44 tonnes of chocolate were stolen in the German town of Freiburg, Baden-Württemberg, on 26 January. Once again, thieves targeted a vehicle stopped in an unsecured parking location.

€302,785

Few details were recorded on this Theft of Trailer and its cargo of unspecified goods in Mörap, Helsingborg, in Sweden's Skåne County on 21 January.



Cargo crime data for January 2018 showed a now familiar pattern of types of incident, crime location and the M.O. used by thieves; 79.9% of incidents involved Theft from Vehicle and 73.7% of the 179 losses during the month occurred when trucks stopped in Unsecured Parking places. Intrusion - notably cutting the tarpaulin curtains of trucks - featured in 81% of reports to TAPA's Incident Information Service (IIS) database.

€300,000

Fraud was the type of incident recorded for this Deceptive Pick-up of cargo from an Origin Facility in Altfeld, Bavaria, in Germany. Both the company that made the collection and the unspecified cargo disappeared soon after the goods were picked up on 9 January.

€290,754

Thieves cut the curtain side of a truck in an unsecured parking place in Sheffield, South Yorkshire, in the UK on 24 January and were able to steal computer products.



€288,991

Intelligence reported to TAPA's IIS stated that offenders smashed false CCTV cameras and removed heavy concrete barriers in front of security gates at an Origin Facility in Ecclesfield, South Yorkshire, in the UK, to access a secured HGV semi-trailer storage yard.

In this crime on 13 January, thieves escaped with five flat-bed trailers loaded with metal products. They are believed to have used several tractor units to remove the cargo from the site.



€174,991

On 19 January in Redditch, Worcestershire, UK, another case involving Deception resulted in the loss of Clothing & Footwear products. According to the incident report, a driver delivered a loaded semi-trailer to a point-of-sale and waited for potential purchasers to examine the cargo. Offenders were able to subsequently steal the detached and loaded trailer.



€149,024

Clothing & Footwear was also stolen in Basildon, Essex, in the UK on 9 January, from a

vehicle in an unsecured parking place. Typically, the thieves cut the curtain side of the truck to access the goods.



€136,279

A vehicle loaded with metal girders and sheets of metal was stolen from a Services 3rd Party Facility in Brackley, Northamptonshire, in the UK on 24 January. The secured and unattended HGV and semi-trailer was parked in a transport yard at the time.



€128,651

Metal also disappeared from a parked and attended truck and semi-trailer parked in a layby in Raunds, Northamptonshire, UK, on 17 January. Thieves broke the rear door locks and seals of the vehicle to steal its cargo of metal beams.

CARGO CRIMES WITH LOSSES BETWEEN €50,000 & €100,000



TAPA's IIS also recorded a further 31 crimes with loss values of between **€50,000** and **€100,000**. The average loss for these crimes – based on their overall total of **€2,087,688** – was **€67,344**. 29 or 93.5% of these incidents occurred in the United Kingdom. There were also single crimes in this loss range in Denmark and Belgium. In the latter crime, on 11 January, thieves stole 22 pallets of Toys/Games valued at **€63,283** from a truck that stopped in an unsecured parking location at a gas station in Ruisbroek in Flemish Brabant.

In the UK on 29 January, offenders also threatened a truck driver with a knife as they stole Phones from his vehicle at a location in Stoke-on-Trent, Staffordshire.



In 24 or 77.4% of these incidents, thieves cut open the tarpaulin sides of trucks to steal products. All but one of the crimes took place when vehicles stopped in unsecured parking places. The one exception involved the theft of televisions worth **€68,930** from a secured parking location in Newark-on-Trent in Nottinghamshire, UK.

Products targeted in the **€50,000** and **€100,000** loss range were:

- Clothing & Footwear – 6 incidents with a combined loss value of **€403,113**
- Car Parts – 4 incidents and a total loss of **€264,495**
- Computers/Laptops – 3 incidents, total value of **€227,373**
- Food & Drink – 3 incidents, total value of **€158,823**
- Furniture/Household Appliances – 2 incidents, total value of **€121,152**
- Metal – 2 incidents, total value of **€106,602**

- Phones – 2 incidents, total value of **€159,185**
- Tools/Building Materials – 2 incidents, total of **€173,140**
- Tyres – 2 incidents, total of **€136,844**
- Bicycles – 1 incident and a loss of **€91,957**
- Miscellaneous – 1 incident and a loss of household goods valued at **€61,214**
- Pharmaceuticals – 1 incident with a loss value of **€69,275**
- Toys/Games – 1 incident and a loss of **€63,283**
- Unspecified – 1 incident and a loss of **€51,232**



WANT TO BE NOTICED BY SUPPLY CHAIN SECURITY PROFESSIONALS?

TAPA conferences are a great way for companies to showcase their products and services to an audience of hundreds of supply chain security specialists from manufacturers and logistics service providers in the EMEA region. To find out more about sponsorship opportunities at the Association's next conference in Warsaw on 11 & 12 April 2018, contact us at conferenceteam@tapaemea.org





THE UK AND SWEDEN CONTINUED TO RECORD MOST CRIMES

As in January 2017, the UK and Sweden were the two countries with the highest rates of cargo crimes recorded to TAPA's IIS last month, albeit with a significant gap between their respective totals. Thanks once again to proactive incident intelligence sharing by UK law enforcement agencies, TAPA collated information on 137 new cargo thefts in the UK in January 2018, up from 116 a year ago. Sweden was the only other country with a double-digit incident rate with 10 crimes, compared to 18 in the same month a year ago.

In Sweden, all crimes involved either Theft from Vehicle or Theft of/from Trailer. Goods stolen in these crimes included electronics, chocolate, motor oil, coffee, computers and cosmetics.

France recorded the third highest number of incidents. One of these cases on 17 January repeated a similar trend seen emerging in 2017 of attacks on Last Mile deliveries of Tobacco products. In this particular case, eight offenders threatened the driver with iron bars and tear gas before stealing the shipment of cigarettes.



Five cargo loss incidents reported in Africa

Five losses were recorded in Africa in January, led, not surprisingly by South Africa, where the three reported incidents were all truck hijackings. Two of these crimes stated the M.O. of Violent or Threat with Violence as thieves targeted bedding, bread and cigarettes. Nigeria and Zimbabwe were the other two

countries in Africa to suffer cargo crimes. One of these, in Harare on 30 January, saw four offenders use a crane to break into a heavily-protected warehouse and steal 300 metres of copper cable. No value was given for this loss.

Goods stolen in 16 IIS product categories

Thefts of Food & Drink goods headed a list of 16 TAPA IIS product categories with losses in January with 28 incidents, 15.6% of the monthly total.



Two other products suffered 10 or more losses:

- Clothing & Footwear – 18 incidents or 10.1%
- Car Parts – 13 incidents or 7.2%

Intelligence for last month's types of incidents, the locations of cargo crimes, and the modus operandi used by cargo thieves showed a now familiar picture in terms of the highest type in each category:

- Type of incident: Theft from Vehicle – 143 crimes in January or 79.9% of the total
- Type of location: Unsecured Parking – 132 incidents or 73.7% of the monthly total
- Type of M.O: Intrusion – 145 cases or 81% of all recorded attacks on supply chains

HIGHEST RECORDED INCIDENT RATE – JANUARY 2018

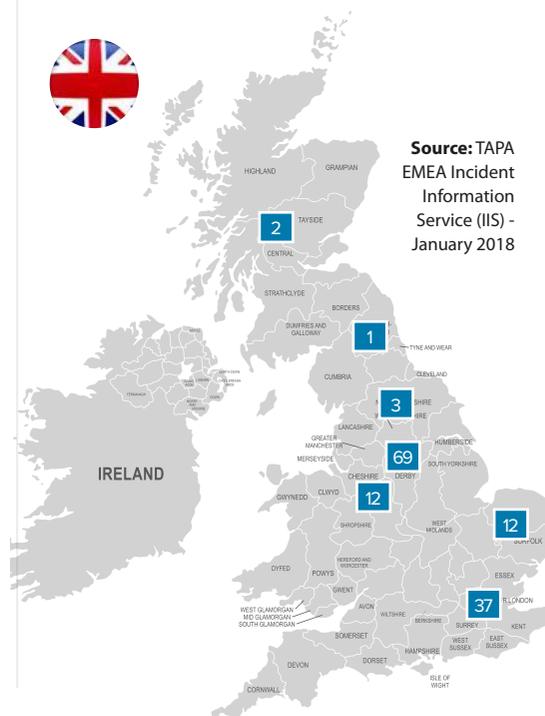
United Kingdom

The United Kingdom accounted for 137 or 76.6% of all cargo crimes reported to TAPA's Incident Information Service (IIS) in the EMEA region in January 2018.

PRODUCT CATEGORY	No	%
Unspecified	48	26.8%
Food & Drink	28	15.6%
Miscellaneous	22	12.2%
Clothing & Footwear	18	10.1%
Car Parts	13	7.2%
Metal	7	4.0%
Cosmetics & Hygiene	6	3.4%
No Load (Theft of truck and/or trailer)	6	3.4%
Tobacco	6	3.4%
Tools/Building Materials	5	2.8%
Computers/Laptops	5	2.8%
Furniture/Household Appliances	5	2.8%
Tyres	3	1.6%
Toys/Games	2	1.1%
Phones	2	1.1%
Pharmaceuticals	2	1.1%
Bicycles	1	0.6%

The East Midlands continued to be the region with the highest number of thefts, predominantly from trucks. It was the area stated in 69 or 50.4% of losses or attempted cargo thefts recorded last month.

Regions	Incidents	% of total
East Midlands	69	50.4%
South East	37	27%
East of England	12	8.7%
West Midlands	12	8.7%
Yorkshire & The Humber	3	2.1%
Scotland	2	1.5%
North East	1	0.8%
Unknown	1	0.8%



Source: TAPA EMEA Incident Information Service (IIS) - January 2018

STANDARDS FAQs #7



A monthly update by Mark Gruentjes, TAPA EMEA Standards Lead

After receiving a steady stream of questions about TAPA's Security Standards from Audit Bodies and our members, we feel it will be beneficial to share some of the questions received and the responses given by the TAPA EMEA Standards Team. We aim to cover 2-3 questions in *Vigilant* each month.

Keep your questions coming!

This month we are going to look at more details of the audit processes that support the TAPA Security Standards. As you may know, TAPA Standards offer the choice of certification by a TAPA-approved Independent Audit Body (IAB) or, for the lowest security protection, self-certification by a TAPA-trained auditor representing the company being audited. Regardless of which route to certification is chosen, the process for completing the certification audit follows the same path with both options requiring trained auditors, use of standard auditing forms and the same pass criteria.

One of the areas where we do see issues from time to time is providing the auditor with supporting evidence to validate the answers given in the audit.

The FAQ's in this issue represent a selection of questions we have received regarding the supporting evidence needed to pass or fail a requirement in the TAPA Standards. The key message is that all requirements should include comments in the audit forms that demonstrate conformance or point to where the evidence can be sourced to meet the conformance criteria.



If you would like to raise a new topic for discussion or ask questions about one of our published responses, please contact us at info@tapaemea.org

Question 1.

Can you give an example of unacceptable and acceptable evidence to support CCTV recordings?

TAPA FSR: 5.4.4 CCTV recordings stored for a minimum of 30 days where allowed by local law. LSP/Applicant must provide evidence of any local laws that prohibit the use of CCTV and/or limit the video data storage to less than 30 days.

Answer:

Unacceptable evidence comments: CCTV images stored for 30 days.

Acceptable evidence comments: CCTV images stored for 30 days on local secure server. Days 5, 12 and 27 chosen by auditor at random. Recorded images viewed at various times of day or night. Good quality and no gaps in coverage.

Question 2.

Can you give an example of unacceptable and acceptable evidence for lighting to support CCTV recordings?

TAPA FSR 5.5.1: Exterior and interior lighting levels are sufficient to support CCTV images that allow investigation and evidential quality image recording.

Answer:

Unacceptable evidence comments: Lighting levels OK.

Acceptable evidence comments: Sample of cameras chosen. Images from selected cameras viewed in real-time and the current month's recording archive. Good quality images available that meet the requirement. No deficiencies in lighting levels that support CCTV images noted.



STANDARDS SUPPORT



Question 3.

Can you give an example of unacceptable and acceptable evidence for escorted visitors who are permitted access to the warehouse areas?

TAPA FSR: 4.4.4 LSP's/Applicant's authorized workforce and escorted visitors permitted access to dock/warehouse areas based on a business need and restricted.

Answer:

Unacceptable evidence comments: Visitors to dock/warehouse always escorted.

Acceptable evidence comments: Auditor observed visitors being escorted into dock/warehouse during the live audit. LSP provided copies of procedures that confirmed that LSP's own employees and visitors were subject to controls. Access to dock/warehouse for LSP's own employees require the warehouse manager to approve before admission is permitted. Visitors must be escorted by an employee with permission to access the warehouse.

Question 4.

Can you give an example of unacceptable and acceptable evidence provided for a TSR Vehicle Register that meets TAPA requirements?

TAPA TSR: 3.11.1 Vehicles to be utilized under the TSR must be listed in the LSP's/Applicant's TSR Vehicle Register. There is no specific format for the Register, however, it must include at least the following information: Tractor identification information, trailer identification information, TSR level, date(s) of audits and self-assessments, any exceptions, corrections, date of correction.



Answer:

Unacceptable evidence comments: Vehicle Register stored online. Contents meet all TAPA requirements.

Acceptable evidence comments: Vehicle Register stored online, and password protected. LSP provided a printed version in advance of the audit. Contents included details of tractor identification information, trailer identification information, TSR level of each tractor/trailer. Date of audits and self-assessments recorded with audit trail of exceptions, corrections needed and the date of correction.

Question 5.

Can you give an example of unacceptable and acceptable evidence that shows driver training is sufficient?

TAPA TSR: 4.1.1 Security Threat Awareness training program conducted with drivers and documented in driver records. This training, as a minimum, shall include threat awareness, robbery response, vehicle checking, and recognition of developing threats, use of secure parking, appropriate responses to threatening events and communication with police and management. This training must take place at least every 2 years.

Answer:

Unacceptable evidence comments: All drivers trained as per Corporate Security Manual section "Driver Training".

Acceptable evidence comments: All drivers trained as per Corporate Security Manual section "Driver Training". Threat Awareness training is conducted annually and includes

advice on safe actions to be taken during and after a robbery attempt. Records of this training are held by HR. Other driver training includes vehicle checks and reporting any issues or concerns to management. These measures are in compliance with the TAPA requirements.

Question 6.

Can you give an example of unacceptable and acceptable evidence for locking of truck cab doors?

TAPA TSR: 1.1.1 Driver procedures require that truck doors are locked during transit.

Answer:

Unacceptable evidence comments: Covered in Corporate Security Manual. Classified as a confidential document, details cannot be shared with auditor.

Acceptable evidence comments: Covered in Corporate Security Manual. Confidential document and specific procedure cannot be shared. Summary of text requires driver to lock doors manually on departure when automatic locking system not available. Security manager available to validate existence of this procedure in the Security Manual. Drivers handbook also requires the same, this is available on request.



STEP UP & STAND OUT

TAPA'S LATEST FSR & TSR SECURITY CERTIFICATIONS

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

The following companies and locations were audited by one of TAPA EMEA's approved auditing partners or, in the case of Class 'C' or Level 3 certifications, may have been completed by an in-house TAPA-trained person.

FSR	Company Name	Country	City	Class
FSR	ANOVO, an Ingram Micro Company	GB	Enfield	C
FSR	DHL Express Logistics Center	AE	Dubai	B
FSR	DHL International Beograd d.o.o.	RS	Novi Banovci	A
FSR	DHL International Port Harcourt Service Centre NG	NG	Port Harcourt	A
FSR	Posti Oy	FI	Pennala	A
FSR	SMSA Express Transportation Co. Ltd	SA	Riyadh	C
FSR	Tech Data Distribution s.r.o.	CZ	Bor u Tachova	A



WELCOME TO THE TAPA FAMILY

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

Company	Country	Website
BPW Group	DE	www.bpw.de/en
DHL Supply Chain Benelux	BE	www.dhl.com
Geutebrück GmbH	DE	www.geutebrueck.com
Integrity Control Systems (Pty) Ltd	ZA	www.integritycontrol.co.za
Ivemar bvba/sprl	BE	www.ivemar.be
Lorenc Logistic Polska Sp. z o.o.	PL	www.lorenc-logistic.com.pl
Serviroad Trading SA.	PT	www.serviroad.pt
Volkswagen Konzernlogistik GmbH & Co. OHG	DE	www.volkswagen-konzernlogistik.de/



WARSAW 2018
TAPA EMEA Conference
11&12 APRIL

COUNTDOWN TO WARSAW

With six weeks to go before TAPA EMEA's first conference of 2018, over 270 delegates have now registered to join us in Warsaw, Poland.

Please register **immediately** if you haven't already done so and wish to attend.

As well as providing a unique networking event with other supply chain security experts, topics on the conference agenda in Warsaw will include cargo crime trends in Poland, big data, e-crime and cybersecurity as well as breakout sessions and a keynote address by NATO on 'Resilience and Transport Security'.

Full information can be found on the TAPA EMEA website at www.tapaemea.org

TAPA EMEA MEMBERS ELECT BOARD OF DIRECTORS FOR THREE-YEAR TERM OF OFFICE TO 2021

The voting process for TAPA EMEA members to elect the Association's Board of Directors for a new three-year term of office to 2021 has now been completed.

In alphabetical order, the newly-elected Board will be



Ap Boom
Amazon



Jason Breakwell
Wallenborn
Transports S.A



Luc Van Herck
Nike Inc



Markus Prinz
Time Shuttle
GmbH



Marcel Saarloos
Hewlett
Packard



Michael Wortmann
VCK Logistics
SCS GmbH



Paul Linders
CEVA Logistics



Rein de Vries
Samsung SDS
Smart Logistics
Europe/CIS



Thorsten Neumann
Microsoft



Tony Kavanagh
DAMCO



Co-opted member of the Board
Mark Gruntjes
Nosta Holding GmbH

Thank you to all of the members who took the opportunity to vote.



WORLD WATCH

A snapshot of cargo crime news from around the world:

- Three cargo handlers have been arrested in Mumbai for stealing Phones from newly-arrived air cargo shipments;
- The SensiGuard Supply Chain Intelligence Center's Cargo Theft Annual Report shows a 15% drop in losses in the United States in 2017, with a total of 649 recorded crimes. The report quotes an average loss for last year of \$146,000;
- 3,000 soldiers have been deployed onto the motorways around Rio de Janeiro, Brazil, which have been plagued by cargo theft. Data released by the Institute of Public Security stated that cargo thefts in the city rose 7.3% in 2017 to 10,599 incidents;
- Police in Sweden have highlighted recent thefts from vehicles at rest areas along the E4 and E6 motorways.

TAPA AND INDUSTRY *events...*

MARCH

06-07	e-crime & cybersecurity London (GB) http://www.e-crimecongress.org/event/congress
06-07	Security & Counter Terror London (GB) https://www.counterterrorexp.com/
06-08	ISNR - Abu Dhabi (GB) https://www.isnrabudhabi.com/
07-10	Security Expo - Sofia (GB) http://securityexpo.bg/index.php/en/
12-13	Middle East Rail - Dubai (AE) http://www.terrapinn.com/exhibition/middle-east-rail/
12-13	Total Security Summit Towcester (GB) https://totalsecuritysummit.co.uk/
13-15	Logimat - Stuttgart (DE) https://www.logimat-messe.de/
14-15	Infosecurity - Brussels (BE) https://www.infosecurity.be/

MARCH

15-18	CeMAT Eurasia - Istanbul (TR) http://win-eurasia.com/tr
20	e-crime & cybersecurity - Dubai (AE) www.e-crimecongress.org/event/dubai
20-21	Securix West Africa - Lagos (NG) https://www.securexwestafrica.com/
20-23	SITL - Paris (FR) www.sitl.eu/
21-24	Securika / MIPS - Moscow (RU) http://www.securika.ru/en-GB
22-24	Logistica Parma - Parma (IT) www.mecspe.com/en/thematic-shows/logistics/
27-29	Intermodal Africa - Beira (MZ) www.transporevents.com/ForthcomingEventsdetails.aspx?EventID=EVE148

APRIL

11	E-Crime & Cybersecurity France Paris (FR) http://akjassociates.com/event/france
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APRIL

11-12	TAPA EMEA H1 2018 Conference Warsaw (PL) https://www.tapaemea.org
13-15	Transporta Tehnika - Riga (LV) https://www.eworldtrade.com/events/transporta-tehnika/
17-18	Middle East Pharma Cold Chain Congress - Dubai (AE) http://www.cvent.com/events/middle-east-pharma-cold-chain-congress-2017/event-summary-1883ac96809b41b985e807181149da0b.aspx
17-20	Arctic Shipping Forum - Helsinki (FI) https://maritime.knect365.com/arctic-shipment-forum/
23-26	Securix - Poznan (PL) http://www.securex.pl/en/
23-27	CeMAT - Hannover (DE) www.cemat.de/home
24-25	TAPA Americas T1 Meeting Houston (US) www.tapaonline.org/2018-t1-meeting

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

STAND OUT PERFORMANCE

**Adopting TAPA's Security Standards
minimises losses from supply chains
and will help your company
to stand out from the crowd.**

**Most of all, your
customers will value
your commitment
to protecting their
products.**

With TAPA certifications at an all-time high and now covering 60 countries in the EMEA region, it's time you started or increased your TAPA FSR and TSR implementation plans. Can you afford to get left behind?

Ask us for help at info@tapaemea.org