

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA

UP & RUNNING

The first Parking Place Operators sign up to join TAPA's secure parking programme in Europe

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welcome

IN A WORLD WITH EVER-GREATER RISKS, WE MUST DO EVERYTHING WE CAN TO PROTECT OURSELVES

Wherever you choose to look, the cost and threat of cargo crime is phenomenal.

Look at some of the facts reported in this month's issue of *Vigilant* alone:

- **€7.8 million** of losses in June reported to TAPA's Incident Information Service (IIS) in the EMEA region
- An average loss for major freight thefts in EMEA last month of **€310,869**
- A single Theft of Trailer crime in the UK resulting in the loss of **€1.2m** of Clothing & Footwear
- **€8.5m** of Metal stolen from a warehouse in Rotterdam in The Netherlands
- Attempts by thieves to 'buy' **€4m** of smartphones from a truck driver
- Cargo crime in EMEA up 60.9% month-on-month

And, remember, we are only talking about recorded cargo crime. In most countries, thefts from supply chains are still significantly under-reported.

Today, cargo crime is an industry in its own right. And, it takes so many forms, from sophisticated cybercrime and the establishment of fake hauliers down to most basic cases of tarpaulin curtain cutting and even a recent case that saw offenders piling rocks on a railway line to derail a freight train in order to steal cargo.

This is what we are up against, not just in EMEA but all over the world.



In many countries we enjoy the strong support of law enforcement agencies which are just as committed as we are to see the prevention of cargo crime or the prosecution of those responsible for it. Sadly, though, as we know, when these cases do go before the courts, the sentences handed out often do little to deter criminals.

So, we must do everything we can to protect ourselves.

For TAPA EMEA, the best way we help our members is to continue to grow and to improve what we offer. One of the most important areas of growth must be in our membership, not only to increase our resources but, even more importantly, to develop our knowledge and intelligence,

particularly in manufacturing sectors where we currently have only a low level of representation.

However, we must never take our members for granted. Our job is to make TAPA membership even more compelling and of even greater value, and this is what our TAPA 2020 vision aims to achieve. We are where we are today because of members who have given, and continue to give, their time and expertise to support our many activities. Going forward, we will support them with more dedicated TAPA resources.

Our Parking Security Requirements (PSR) are the latest example of TAPA EMEA moving forward, supported by a lot of long hours spent behind-the-scenes developing yet another important benefit for our members. In this issue, we are proud to confirm the first 19 secure parking sites to have signed our PSR Parking Declaration and we expect this number to grow every month. Thank you to our PSR and Standards teams for their hard work.

Finding more secure parking solutions to protect drivers, their vehicles and cargo loads has to be a priority for us. In June alone, we recorded another 140 freight thefts involving trucks which had stopped in unsecured parking locations, 67.9% of all incidents over just a 30-day period. We cannot stand back and allow this to continue – and the progress we are now starting to make with our PSR shows that TAPA EMEA is taking positive action and we will make a difference.

As always, with your support, we are on a roll.

'In June alone, we recorded another 140 freight thefts involving trucks which had stopped in unsecured parking locations, 67.9% of all incidents over just a 30-day period. We cannot stand back and allow this to continue.'



Thorsten Neumann
Chairman

WORLD NEWS



END OF THE ROAD FOR SPANISH CRIME GANG THAT OFFERED TO 'BUY' CARGO LOADS FROM DELIVERY DRIVERS

National Police in Spain arrested 13 people allegedly involved in freight thefts, whose modus operandi was reportedly to try to 'buy' cargo loads from truck drivers and to then simulate the theft of the goods during the delivery process.

One media report highlights a case in which a driver was supposedly offered €90,000 to enable the theft of a shipment of mobile phones valued at €4 million. The thieves are said to have stolen 64 boxes of clothing from a fashion brand, some 800 air conditioners, 582 bags of dog food as well as stationery, tools and screens with a combined value of more than €1m.

According to media sources, one member of the gang would get a job with a logistics company in order to obtain cargo and shipping information, including details of truck drivers. Other members of the gang would then approach the drivers and offer substantial amounts of

money – based on the value of the cargo – and then arrange for the driver to be away from the vehicle when the crime was carried out.

If drivers refused to cooperate, the gang would seize merchandise by either cutting a hole in the wall of the building where goods were stored or by stealing trucks and their loads. The stolen goods were then kept onboard two ships which the gang had located at separate

locations in Madrid until suitable 'black market' buyers were identified. The gang has been linked to cargo crimes in San Fernando de Henares, Madrid, and Burgos, Castile and León.

However, last month, several members of the criminal network were

caught red-handed by police officers while unloading stolen fashion garments. Police are said to have recovered goods worth some €300,000.



TLN ADVISES 'MAKE SURE YOU KNOW WHO YOU ARE DOING BUSINESS WITH' AFTER LATEST FAKE CARRIER INCIDENT IN THE NETHERLANDS

Dutch association, Transport & Logistics Netherlands (TLN), is advising companies to be clear on who they are doing business with after one of its members fell victim to a fake carrier.

All of the documentation presented by the transport company seemed genuine, but it later transpired that the company in question had gone bankrupt days before. In the meantime, the goods which had been collected were never delivered and disappeared without trace.

TLN strongly advises companies to first conduct research to establish a transport provider's credentials. "Check (for example on Google Street View) if the company is indeed located at the specified address. Ask for the fixed telephone number, check the website, ask for references and a copy of the insurance policy (with conclusive cover and accompanying proof of payment)," the Association said in its communication.

As a result of recent incidents, TLN also recommends using the Central Inventory Register to check a potential service provider has not been declared bankrupt. TLN states: "It is very important to check this register because permit, Chamber of Commerce registration and insurance papers may seem to be in order, but sometimes they are not. The cargo is picked up by the fake carrier, but never arrives at the unloading address."

THIEVES DRIVE AWAY WITH €8.5M OF COBALT FROM ROTTERDAM WAREHOUSE

The value of cobalt, a metal used in most lithium-ion batteries, has tripled in recent years and, like most other highly-desirable commodities, has now caught the attention of cargo thieves.

Earlier this month, *Bloomberg* reported the theft of 112 tonnes of cobalt from a warehouse in Rotterdam, estimated to be worth almost \$10 million (approximately €8.5m). The development of electric cars by vehicle manufacturers is one of the factors driving up cobalt prices.

The theft, believed to have taken place between 5 and 9 July, reportedly occurred at a secured warehouse in the port area of the Dutch city.



UP & RUNNING



Tony Kavanagh, TAPA EMEA's Secure Parking Working Group Lead, brings us up-to-date with the latest progress in the Association's objective to identify and build a growing network of secure parking places for high value, theft targeted goods travelling in supply chains across Europe...

After months of detailed behind-the-scenes work by TAPA's Secure Parking Working Group and Standards Team, our new Parking Security Requirements being rolled out in Europe achieved a significant milestone in July with the first 19 secure parking sites signing up to join the programme.

Parking Place Operators' Euro Rastpark and Truckparkings Rotterdam are the first to step up and make a commitment to our PSR for 12 and 7 of their parking sites in Germany and the Netherlands respectively. Both have signed our TAPA PSR Partnership Declaration which confirms they will meet or exceed, and maintain, the criteria required in the document.

Conditions for PPO participation include:

- Co-operating with TAPA for any parking place inspections that may be required by TAPA officials or its appointed agents;
- Having a formally appointed person responsible for security of the site;
- Operating a vetting/screening process for its employees and sub-contractors;
- Emergency procedures must include instructions for PPO employees/sub-contractors to deal with security incidents that include but are not restricted to: Theft/robbery attempts, suspicious behavior, escalating incident to management and local law enforcement
- Where installed, all security systems must be in good working order e.g. CCTV, lighting, access control, intrusion detection
- Procedures and/or signage in place to ensure only freight vehicles and authorised vehicles are allowed to enter the secure parking area
- The perimeter/boundary of the parking place must be clearly defined e.g. a fence, a ditch, posts, signage

The Partnership Declaration is the minimum entry level for PPOs to participate in the PSR and we are very encouraged by the fact that the first ones to sign up are already indicating

their intention to achieve higher Level 1 or 2 certifications. We are also aware of other sites currently preparing their Level 3 self-certifications.

Participating in the PSR programme

There are four levels of participation:



- **PSR Level 1** = highest security protection with a formal certification (launching October 2018)
- **PSR Level 2** = mid-level security protection with a formal certification (launching October 2018)
- **PSR Level 3** = lowest security protection with a formal certification via self-certification (available now) or TAPA Independent Audit Body certification
- **PSR Partnership Declaration** = minimum entry level not requiring a formal certification (available now)

The TAPA PSR Mutual Recognition Agreement also recognises Secure Parking schemes designed and operated by other organisations which have the same or similar controls and objectives as TAPA. If an MRA is approved, TAPA will issue TAPA PSR Level 3 certificates.

Progress with Levels 1 & 2

Our aim is to launch PSR Levels 1 & 2 in October 2018 and we are on track to meet this deadline.



In early June, we sent the draft Standards for PSR Levels 1 & 2 to TAPA EMEA members for review. This produced a significant response from

Manufacturer, Logistics Service Provider, Parking Place Operator, Insurance and Communications Technology companies and a sizeable number of proposed improvements and changes to the Standard. This consultation period has now ended and our Standards Team, led by Steve McHugh (above), Standards Secretariat, have now processed these comments and made recommendations to our EMEA BoD of changes to be adopted in the final version of PSR.

There will be a separate article on the comments we received in the August issue of *Vigilant*. Thank you to everyone that took the time to share their thoughts and expertise to ensure, once again, we deliver the best possible industry Security Standard.

Our new PSR Marketing Coordinator



With some 500 parking sites already identified as potential participants in PSR and more parking places being added to our database all the time, I am delighted to welcome George Wiessing to our secure parking team as PSR Marketing Coordinator. George is well-known to us having served with distinction on the TAPA EMEA BoD for many years and, therefore, has a

full understanding of our Security Standards and what we as an Association want to achieve.

With so much work under way, and with our Secure Parking Ambassadors active in markets across Europe, George will play a key role in managing generated leads, coordination of the growing TAPA team supporting PSR, and ensuring interested PPOs receive the necessary information they need about joining in the programme. He will also act as a conduit to ensure any technical queries or other clarification requests are forwarded to the PSR team for response, with replies tracked back to the person requesting help.



PSR training

We are making very positive progress in the creation of a dedicated training programme to support our PSR Standard, similar to the training we already deliver for TAPA's FSR and TSR Security Standards. Training materials are in the process of being developed and reviewed and we have also scheduled a face-to-face training for TAPA Auditors, which will take place in Dusseldorf in September.

Our plan is to make PSR training available in mid-October following the official launch of PSR Levels 1 & 2.

Using our Secure Parking Online Tool (SPOT)

Our SPOT route planning and secure parking tool – a new addition to TAPA's Incident Information Service (IIS) - is now live and contains information on the 19 PPO locations that have made PSR Partnership Declarations. The number of sites shown in the database will now start to grow month-by-month as more PPOs join in the programme.

The screenshot shows the TAPA IIS Database / Secure Parking interface. It features a map of Europe with several green circular markers indicating secure parking locations. A popup window is visible over the Netherlands, displaying details for a specific location: 'Name: Truck Parking De Punt Botlek', 'SPOT Truck parking licentie: Expireert By: Truck Parking Places 74', 'Certification level: Partner', and 'Certified until: 09/07/2021'. The interface includes navigation tabs for 'List', 'Map', and 'Archive', and various controls like 'Full Screen', 'Toggle Heatmap', and 'Route Planning'.

Using the new SPOT tool, TAPA EMEA members can quickly and easily identify the information they need on secure parking places in Europe.



SPOT allows TAPA members to see recorded cargo crime incidents on transport routes and helps to protect goods in transit by showing the nearest secure parking sites in these areas.

For TAPA EMEA members planning transportation routes, SPOT enables you to easily identify (a) incidents of cargo crime along your intended route and (b) the nearest secure parking locations along the route to protect your drivers, vehicles and loads when they need to take a break.

For members already using TAPA's IIS, identifying secure parking places is as simple as ticking the 'Parking Spots' option in the top headings, which will immediately give you a list of sites or the ability to view these on a map.

How can you help us?

A database of 500 parking sites in Europe may sound a lot but even if every single one was to join our PSR programme, this would still not meet the level of demand for secure parking places. As we know, today, virtually every type of product is at risk of being stolen during the transportation process and the majority of cargo crimes occur when trucks have to stop in unsecured parking locations. TAPA's PSR is delivering a clearly-defined secure parking standard and a network of easily identifiable

secure parking locations, and will be a major step forward against rising cargo crime in Europe.

Do not assume we have already identified PPOs in the markets where you are operating. Please send any PPO contacts you have, which you believe can meet our required standards, to secure.parking@tapaemea.org

And, finally...

We will continue to provide you with regular updates on PSR but with so much work having already been completed, and with so many TAPA members currently devoting time to helping grow the programme, I want to say a big 'thank you' to everyone for your support. We can't do this without you.

PSR is up and running ... and there's much more to come.

NEXT ISSUE:

TAPA EMEA is also still engaged with, and supporting, the European Commission's 'Study on Safe and Secure Parking Places for Trucks' and we hope to be able to provide an update on the EU's progress with this initiative in our next issue.



PALMA 2018

TAPA EMEA CONFERENCE

10&11 OCTOBER

TAPA
Transported Asset Protection Association

LOOK OUT FOR OUR CONFERENCE PREVIEW IN THE NEXT ISSUE

REGISTER NOW!



WE'RE IN

12 of the initial 19 secure parking sites to be covered by TAPA PSR Partnership Declarations are in Germany and all operated by Euro Rastpark. As well as making a firm commitment to the Association's secure parking programme, the company has also joined TAPA EMEA.



Vigilant spoke to Euro Rastpark's Managing Director, Johannes Witt, to find out more about his business and the company's decision to support TAPA's newest Security Standard...

Please introduce us to Euro Rastpark?

ERP is the market leader in developing Autohöfe with truck parking facilities since 1985. At the moment, we have 18 sites along the German Highways. We are open 24/7 with a shop and a bistro/restaurant for our customers.

You have initially signed the PSR Partnership Declaration but once Levels 1 & 2 of PSR are launched, do you plan to achieve one of these levels of certification?

We developed the accepted standards for safety and comfort with the 'Quality and the Premium Parking' label. 12 of our sites have the Premium standard. At the others,

it is structurally difficult to build barriers so we will wait a little bit to improve them. This Premium label is very similar to that which TAPA will establish with higher PSR levels. With TAPA, we have an international partner that will improve our acceptance. We want to have all our sites in a higher PSR level as soon as they are available.

TAPA's Secure Parking Online Tool (SPOT) helps route planners identify secure parking sites and to also see cargo crime incidents that have happened along their intended route. How useful will this tool be for transport operators and PPOs?

We hope transport operators will use this tool, and it is definitely useful.



What is your view of the PSR – can it make a difference for all supply chain security stakeholders?

This is very dependent on the goods on your truck. I hold the opinion that 5% of high value transports need a high level of security. About 85% need a middle and lower level, and 10% don't need any security at the parking site. For the stakeholders it will be useful to see where sites with the needed security and safety levels can be found.

'With TAPA, we have an international partner that will improve our acceptance. We want to have all our sites in a higher PSR level as soon as they are available.'



What is the benefit of TAPA approval for a secure Parking Place Operator?

It is necessary for transport operators to find places with a Standard they can rely on. For the PPO, the approval is his way to show that he is the partner of the transport operators and the question why some Euros fee have to be payed is easily answered. It is also a commercial benefit.

Some parking places claim to be secure but actually offer very little in the way of security. Are you confident that TAPA's new PSR industry standard will help customers identify genuine secure parking providers from the rest?

A Standard will be helpful. Not only to identify the parking places and to show differences, but also to help other PPOs to improve their standards. At the moment, everyone does what he thinks to be the right way.

Based on your understanding of the PSR, do your sites already meet the requirements or will you be investing further to meet the level of certification you are ultimately aiming to achieve?

We already invested a lot in barriers and video surveillance. We think that our 12 premium sites meet already a middle standard. With others, that are – as mentioned – more difficult to upgrade, we will wait until the certification criteria is available.

'For the PPO, the approval is his way to show that he is the partner of the transport operators. It is also a commercial benefit.'



Are you planning to open new sites – if so, can you provide any details and, again, will these be created to meet the TAPA standard?

We are working hard on expansion all over Germany. If we are successful, we will meet TAPA Standards there – but for the moment, it is too early and too confidential to talk about new sites.

What driver facilities are provided at your sites?

The needs of the drivers are most important to us. At our sites, the drivers are our customers at the shop or restaurant. We want them to enjoy their time at our sites. Clean showers, laundry facilities, shop and restaurant and a person at the site that can help 24hrs. These quality standards ensure that we have good customers – and good customers in the neighbourhood (in the next truck) improve safety.

What is the cost of a secure truck parking place?

To stay overnight it costs 14 €, but the driver gets a 10 € voucher for the restaurant. The real fee is 4 € (incl. VAT!)

A big question is always who pays for secure parking. Some transport operators want to see secure parking as an additional item on top of the agreed transport charge so it is clear and fair. Do you agree that this is the most sensible way forward and will support greater use of secure parking sites?

The question of the cost may be important for high value cargo, where you need high end secure truck parking sites. This is not our approach. With the mentioned 4 € this should not be a real question as long as the driver doesn't have to pay the fee.

Have you seen more demand for secure parking places for trucks in the last 1-2 years?

Criminality is raising every year. There is definitely rising demand for these sites.

Can you estimate the total market size/ potential demand for secure truck parking?

As mentioned, I see a small market - about 5 sites in Germany - for high value cargo and high security sites, and a huge market for middle security and safety sites.

What needs to happen for TAPA's PSR to be a success and for it to encourage the creation of a large network of secure parking sites in key locations across Europe?

Keep the entrance level easy. As soon as the expectation is that only with a high investment can safety and security be created, the approach will fail. Different problems need different solutions. Even if the criteria requires a special feature for a problem, it might be solved in another way. These special ways have to be accepted.

Some institutions think that high fences and high-end security features will bring safety, but the opposite is possible. As soon as someone is in one of these 'cages', everyone can see this truck has a high value freight. At the parking site nothing will happen, but the truck will leave the site, and then I can follow it. At our sites, the transport of tomatoes is parking next to the transport of laptops. Anonymity is part of the concept.

NEXT ISSUE:

Vigilant speaks to Ton Barten, Director of Truckparkings Rotterdam

EYE-ON-TECH



Who's that logging onto your website?



Security experts analysing hackers trying to maliciously access customer accounts have identified that 90% of login attempts on retail and e-tail e-commerce sites are from cyber criminals attempting to access customers' account and payment details. According to a report in one of the UK's daily newspapers, cyber criminals attempt to gain access to an online account by flooding it with email and passwords leaked in previous data breaches – a practice known as 'credential stuffing'.

[Read more here](#)

Departing employees should not mean departing data

Empowering your employees to do their best work means providing them access to physical and digital assets in the company network that can help them scale their initiatives. But when an employee leaves, it's the organisation's job to ensure they've rolled back access to this company property. This includes office supplies, mobile devices and ID badges, but in the digital age of insider threats it also needs to include your data. Many organisations today rely on cloud-based technologies as the hub of their business operations. Solutions such as Salesforce started off as a CRM but have grown to manage the workflow and data of an entire organisation. As a result, employees have access to a bevy of sensitive data such as detailed customer, prospect, ordering systems and financial information.

[Read Infosecurity magazine's article here](#)

Top four reasons Avigilon uses ONVIF® as its Standard API

Travis Gredley, Product Manager for Integrations at Avigilon, recently contributed an article to the company's monthly newsletter outlining the top reasons why Avigilon uses ONVIF as its standard API. The article discusses the benefits of developing

products with ONVIF as the standard protocol, including: easier integration with third-party systems; higher quality and faster time to market; staying at the cutting edge with ONVIF protocols; and innovating with ONVIF protocols. [Read his comments here](#)

Self-Driving Trucks – timelines and developments

Techemergence looks at the progress of self-driving trucks, focusing on two key aspects of the development of autonomous vehicles:

- The unique ways autonomous or semi-autonomous trucks are expected to be first commercially used
- When the major manufacturers, technology companies, and outside experts project this technology will see significant use

[Read the full article here](#)



Panasonic's new deep learning facial recognition platform Face Server 'the most accurate yet'

Panasonic Business unveiled its new deep learning facial recognition technology to the European market at last month's IFSEC 2018. Jointly developed with the National University of Singapore, Face Server's deep learning core engine claims to be the industry's most accurate yet, based on tests conducted by the National Institute of Standards and Technology (NIST). Face Server can identify faces at an angle of up to 45 degrees to the left or right or 30 degrees up or down, as well as those partially hidden by sunglasses and face masks. The platform has already been rolled out at Tokyo's Haneda airport, replacing a fingerprint recognition system at the passport entry gates after three years of verification testing.

[Find out more here](#)

The video surveillance report 2018



IDIS, a global security company that designs, manufactures and delivers surveillance solutions for a wide range of commercial and public-sector markets, has sponsored the fourth annual edition of The Video Surveillance Report which sets out to gauge industry perceptions and experiences of the latest innovations in network cameras and video surveillance systems. The report shares findings based on a survey of hundreds of professionals working in the field – from installers and integrators to consultants and heads of security. Topics include: Installed base; Upgrading & innovation; VGA/HDMI video encoders; Deep learning powered video analytics; Systems faults & critical failover; Cybersecurity; and Technical support.

[See more here](#)

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

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

June 2018

Germany	2 (1.0%)
Hungary	1 (0.5%)
Italy	2 (1.0%)
Netherlands	40 (19.4%)
Portugal	1 (0.5%)
Romania	7 (3.3%)
Russia	1 (0.5%)
Slovakia	1 (0.5%)
South Africa	1 (0.5%)
Spain	1 (0.5%)
Sweden	5 (2.4%)
United Kingdom	144 (69.9%)

Number of incidents in month



€310,869

Average loss for the 13 major cargo crimes reported to TAPA's Incident Information Service (IIS) in June 2018



€7,869.198

Total loss for the 146 or 70.9% of crimes stating a value

+60.9%

Month-on-month change in the number of recorded cargo crimes vs. May 2018. Year-on-year incidents rose 9.5%

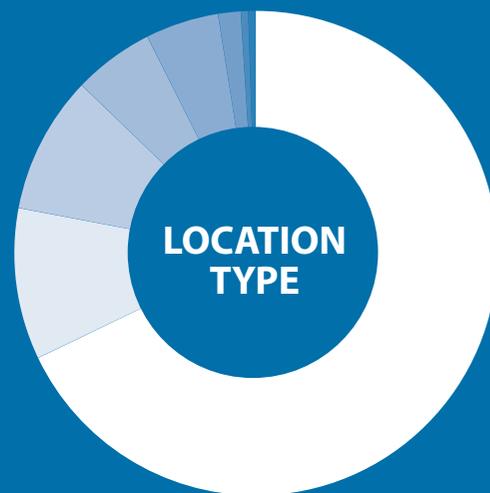


206

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



Theft from Vehicle	173 (83.8%)
Theft of Vehicle	10 (4.9%)
Theft of Trailer	9 (4.3%)
Truck Theft	3 (1.5%)
Theft from Trailer	3 (1.5%)
Theft	3 (1.5%)
Theft from Container	2 (1.0%)
Theft from Facility	1 (0.5%)
Hijacking	1 (0.5%)
Fraud	1 (0.5%)



Unsecured Parking	140 (67.9%)
Unknown	21 (10.1%)
Secured Parking	19 (9.2%)
En Route	11 (5.4%)
Destination Facility	10 (4.9%)
Services 3rd Party Facility	3 (1.5%)
Road Transportation Facility	1 (0.5%)
Authorised 3rd Party Facility	1 (0.5%)

19

Crimes recorded a loss value of between €50,000 & €100,000, with a combined loss total of €1,295,835

€1,278,400

Biggest single loss -

Theft of Trailer and its cargo of Clothing & Footwear from a Services 3rd Party Facility in Banbury, UK, on 2 June

Number of countries reporting incidents

12

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



€53,898

AVERAGE LOSS VALUE LAST MONTH

67.9%

Or 140 of the recorded incidents took place in Unsecured Parking locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	166 (80.6%)
Unknown	25 (12.1%)
Internal	7 (3.3%)
Violent & Threat with Violence	3 (1.5%)
Theft from Moving Vehicle	2 (1.0%)
Deception Other	2 (1.0%)
Forced Stop	1 (0.5%)

MOTORWAY SHOPPING

THE HIGH LEVEL OF CARGO THEFTS AT UK MOTORWAY SERVICE AREAS IN JUNE CONTRIBUTES TO 60.9% MONTH-ON-MONTH INCREASE IN INCIDENTS AND LOSSES OF MORE THAN €7.8 MILLION IN JUST 30 DAYS

Cargo crimes reported to TAPA's Incident Information Service (IIS) in EMEA in June rose sharply, up 60.9% month-on-month and 9.5% higher than the same month last year. Total losses for the 70.9% of thefts from supply chains which reported a value over the 30 days were €7,869,198.

TAPA's IIS received intelligence on 206 freight thefts or attempted thefts last month in 12 countries across the region.

The average loss for the 13 major crimes involving products worth €100,000 or more was €310,869, while the average for all thefts in June with a value stood at €53,898.

TAPA has been asked not to publish information on four of these major losses. The other nine were:

€1,278,400

Banbury in the UK East Midlands was the location of the biggest single loss in this reporting period. On 2 June, thieves cut through a security fence into a secured yard before cutting the locks of a trailer loaded with fashion Clothing & Footwear. They then removed bollards in front of the gates to the Services 3rd Party Facility in order to drive in their own tractor unit to steal the trailer.



€630,000

On 11 June, the driver of an Audi car bearing Bulgarian license plates attempted to force the driver of a truck carrying consumer electronics to stop while en route in Milan, Italy. However, the driver avoided the car and managed to continue on to the delivery destination.



€509,064

A trailer loaded with food processing equipment was stolen from a secured parking site in Hull, East Yorkshire, in the UK on 14 June after offenders broke into a transport yard.



€324,817

The first of many crimes in June at UK Motorway Service Areas (MSA) saw thieves escape with a large shipment of USB sticks after cutting open the curtain tarpaulin of a truck parked at Hartshead Moor MSA on the M62 in Bradford, West Yorkshire. This incident was recorded on 3 June.



€198,138

Security equipment was taken from an attended truck parked in a layby on the A511 near Coalville, north-west Leicestershire, UK, on 27 June. The offenders were able to cut the locks and seals of the container to access the cargo.



OTHER HIGH VALUE LOSSES IN JUNE



In addition to these major crimes, a further 19 incidents were reported to TAPA's IIS database with losses of between €50,000 and €100,000. These produced a combined loss of €1,295,835 or an average loss of €68,201. By value, the 10 biggest losses in this category last month were:

- **€92,932** – Two semi-trailers loaded with car seats were stolen from a secured parking location in Stratford-upon-Avon in the UK on 29 June
- **€89,608** – On 4 June, a shipment of wine was taken from a parked and attended truck which had stopped in a layby in Rutland in the UK
- **€86,461** – Televisions were stolen from a vehicle parked in an unsecured location in Kilsby, Northamptonshire, UK, on 14 June, after thieves cut open the truck's tarpaulin curtain
- **€82,157** – Another Theft from Vehicle in an unsecured parking place, this incident in Falkenberg in Sweden's Halland County involved the loss of eight pallets of razors on 8 June
- **€80,571** – On 24 June, thieves used a tractor unit to force open the gates of a Services 3rd Party Facility in Nottingham, UK, and to steal a trailer loaded with energy drinks
- **€77,360** – Tyres were stolen from a truck parked on an industrial estate in Castle Donington, Leicestershire in the UK, on 12 June. The criminals accessed the load by cutting a hole in the vehicle's curtain side
- **€76,071** – A cargo of alloy wheels was stolen from a parked and attended vehicle on 28 June after the driver stopped in a layby on the A14 in Thrapston, Northamptonshire
- **€71,226** – Leicester Forest East MSA, UK, was the scene of this crime on 22 June when offenders stole a shipment of medical products
- **€69,171** – On 7 June, another Pharmaceutical cargo, in this case medicines, was taken after thieves cut the locks and security seal of a vehicle parked at Trowell MSA, UK
- **€67,784** – Northampton MSA in the UK also suffered a high value loss when thieves cut the curtain side of a truck to steal from its cargo of car parts on 18 June



HAVE YOU SEEN THE NEWS?

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

AS IS ALREADY CLEAR FROM THE INCIDENTS LISTED, CRIMINAL ACTIVITY WAS RIFE AT UK MOTORWAY SERVICES IN JUNE. OVERALL, 73 OR 50.7% OF ALL CARGO THEFTS RECORDED IN THE UK DURING THE MONTH STATED MSA LOCATIONS AS THE SCENE OF THE CRIMES. IIS ALSO RECEIVED REPORTS OF CARGO LOSSES FROM TRUCKS INVOLVING:

Services

- Tobacco from a truck at Corley Services on the M6 motorway
- Vacuum cleaners from Beaconsfield Services, M40
- Tea products and alcohol from Tibshelf MSA, M1
- Beer from Oxford Services, M40
- Training shoes and vitamins from Newport Pagnell Services, M1
- IT products from Blyth Services, A1(M)
- Tyres, beer, confectionary and household products from Hartshead Moor Services, M62
- Household goods and alcohol from Leicester Forest East
- IT products from Northampton Services, M1
- Food and drink as well as bicycles from Trowell Services, M1
- Cigarettes from Knutsford Services, M6
- Tobacco products from Uttoxeter Services, A50

Unspecified cargoes were also stolen from trucks parked at Cherwell Valley and Grantham Services on the M40 and A1 respectively. At Donington Park MSA located at junction 23A of the M1, 14 vehicles were targeted on one night, notably 5 June.

The UK accounted for 144 of 69.9% of crimes added to the IIS database in June. TAPA EMEA also received intelligence on 40 freight theft incidents in the Netherlands during the month, representing 19.4% of the total. Thieves operating in the Netherlands in June stole laptop batteries, tools, shoes, razors, car parts, toys, clothing, speakers, umbrellas, cosmetics, garden tools, electronics, software, tyres and kitchen equipment.



Seven Dutch provinces recorded freight losses, led by 15 crimes – 37.5% of the Netherlands' incidents – in North Brabant, and a further 12 or 30% of crimes in Limburg. There were also five thefts in Gelderland, four in South Holland, two in Utrecht and single cases reported in Drenthe and Zeeland.

The country with the third highest incident rate last month was Romania. TAPA is unable to publish any intelligences on four of these crimes. The other three all involved losses of cigarettes, including one case of Theft from Moving Vehicle involving a truck en route to the Bulgarian border. This was one of two crimes involving losses from moving trucks and the other also involved the theft of tobacco. It was recorded in Doveridge in Derbyshire, UK, on 8 June and stated a loss value of **€13,575**.

Other incidents to highlight from intelligence gathered in June include:

- 10 pallets of cosmetics stolen from a truck parked at a gas station in an unknown location in Germany on 28 June
- Five pallets of cosmetics taken from a truck in Traryd, Kronoberg County, in Sweden on 26 June



- Multiple losses of cigarettes during Last Mile deliveries in several countries

- Four pallets of cheese stolen from a truck in Malmö, Sweden
- 252 bottles of champagne and 10 boxes of wine taken from a truck in Kungsängen, Stockholm County, Sweden, on 17 June

Six of the 15 TAPA IIS product categories recording crimes in June suffered 10 losses or more:

- Food & Drink – 26 incidents, 12.6% of the monthly total
- Tobacco – 17 incidents, 8.3%
- Car Parts – 13, 6.3%
- Computers/Laptops – 12, 5.8%
- No Load (Theft of truck and/or trailer) – 11, 5.4%
- Clothing & Footwear, 10 or 4.9%



The top five types of incident in June accounted for 96% of the monthly total and all featured crimes involving trucks. As is now always the case, Theft from Vehicle crime accounted for the large majority of cases with 173 or 83.8%.

Similarly, Unsecured Parking remains by far the most recorded location for cargo losses in the EMEA region, representing 140 or 67.9% of all theft incidents notified to TAPA's IIS in June. Intrusion was the most recorded criminal M.O. with 166 cases – 80.6% of last month's total – which reflects the high number of crimes involving the cutting of truck tarpaulins and the breaking open of vehicles' security locks and seals.

STANDARDS FAQs #11



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.

Many of you are engaged in implementing or may be impacted by the European Union General Data Protection Regulation (GDPR), which took effect on 25 May 2018. For those of us working and living within the EU, GDPR has already had an impact on our personal and professional lives as we accept new terms of use of our personal data or seek to protect the personal data of others.

The TAPA Security Standards are the backbone of our global certification programme intended to minimise risk and disruption to supply chains. As global standards, they cannot reference specific regulatory requirements unless they are also applicable globally. TAPA's Standards have a number of references for storing/archiving records and data and, consequently, we have recently received requests from members for clarification on GDPR when seeking to implement our Standards. While we are seeking to provide guidance with this article, we must stress that if you have any specific questions concerning your responsibilities for GDPR, you are advised to seek independent legal advice.

The purpose of this FAQ article is to explain TAPA's current position on GDPR at a high level and then look at some specific areas where guidance to members is useful. We will produce additional FAQs on this topic as and when appropriate.

GDPR

25 MAY 2018

COMPLIANCE

PERSONAL DATA

DATA BREACHES

DATA PROTECTION

Question 1.

Exactly what is GDPR?

Answer sourced from Wikipedia

(Note: many alternative articles are available on the web. You are advised to look for other GDPR articles suitable for your needs):

The General Data Protection Regulation (GDPR) (EU) 2016/679 is a regulation in EU law on data protection and privacy for all individuals within the European Union (EU) and the European Economic Area (EEA). It also addresses the export of personal data outside the EU and EEA areas. The GDPR aims primarily to give control to citizens and residents over their personal data and to simplify the regulatory environment for international business by unifying the regulation within the EU.

The regulation contains provisions and requirements pertaining to the processing of personally identifiable information of individuals inside the European Union, and applies to all enterprises, regardless of location, that are doing business with the European Economic Area. Business processes

that handle personal data must be built with data protection by design and by default, meaning that personal data must be stored using pseudonymisation or full anonymisation, and use the highest-possible privacy settings by default, so that the data is not available publicly without explicit, informed consent, and cannot be used to identify a subject without additional information stored separately. No personal data may be processed unless it is done under a lawful basis specified by the regulation, or if the data controller or processor has received an unambiguous and individualized affirmation of consent from the data subject. The data subject has the right to revoke this consent at any time.

A processor of personal data must clearly disclose any data collection, declare the lawful basis and purpose for data processing, how long data is being retained, and if it is being shared with any third-parties or outside of the EU. Data subjects have the right to request a copy of the data collected by a processor in a common format, and the right to have their data erased under certain circumstances. Public authorities, and businesses whose core activities centre around regular or systematic

STANDARDS SUPPORT

processing of personal data, are required to employ a data protection officer (DPO), who is responsible for managing compliance with the GDPR. Businesses must report any data breaches within 72 hours if they have an adverse effect on user privacy.

It was adopted on 14 April 2016, and became enforceable beginning 25 May 2018; because the GDPR is a regulation, not a directive, it does not require national governments to pass any enabling legislation and is directly binding and applicable.

Question 2.

The TAPA Standards require certain records to be made and stored to help provide deterrents and maintain a robust audit trail should a security incident require further investigation. Is it no longer possible to follow these requirements in the EU?

Answer: TAPA does not see any conflict between its Standards and the EU GDPR regulations. TAPA expects that each certification submission will follow the existing process for obtaining certification status. Knowledge of the process and where to seek help is key to minimising delays in your certification.

Question 3.

The TAPA Standards require certain records to be made and stored to help provide deterrents and maintain a robust audit trail should a security incident require further investigation. What is the best approach to avoiding claims that the TAPA Standards conflict with the EU GDPR?

Answer: All companies in the EU need to assess their practices and implement their own GDPR policies to collect, use, protect and delete personal data. When seeking conformance to TAPA Standards, company policy on personal data should be measured against the relevant TAPA requirement. In most cases, implementing processes for keeping the records that TAPA requires in a simple format, making it clear how that data can and cannot be used and, when no longer needed, how it will be destroyed, will be sufficient.

Question 4.

Should there be a conflict between the GDPR company policy and TAPA's requirements, what should I do?

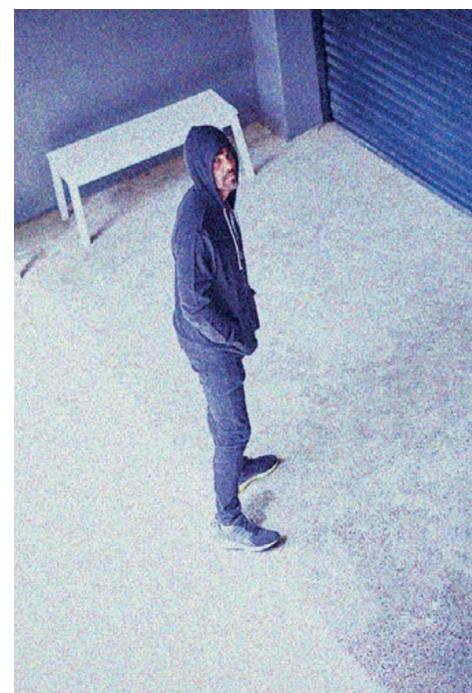
Answer: If there are genuine instances where TAPA Standards conflict with company GDPR policy, then the company should seek alternative measures to meet the intent of the requirement and utilise the waiver request process if necessary. TAPA will not accept a response of "Not possible due to GDPR policy" unless evidence to show all reasonable means have been explored before offering this response.

Question 5.

We consider CCTV images are personal data. TAPA requires that I keep the recorded images for 30 days. How can I achieve this and meet TAPA and GDPR requirements?

Answer: TAPA FSR specifies '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.'

By following the internal process to classify and control personal data, TAPA would expect that an intent to meet TAPA CCTV recording requirements is tailored to also meet local GDPR policy. For example, it may be possible to display clear signage informing all that they are in a CCTV-covered area, that they are under surveillance, that recordings are kept for a maximum of 30 days and will only be used by authorised staff if needed when investigating criminal acts.



Question 6.

I heard that truck GPS data is considered personal data as it tracks driver movements? Does TAPA have a view on this?

Answer: When GPS is used for monitoring and recording movements for safety reasons, GPS plays a significant role in the protection of the driver, the truck and the cargo. The driver or their representatives should ideally readily agree to monitoring for these purposes and the company should seek to update their internal policies to continue these practices if applicable.

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	Bollere Logistics	CI	Abidjan	C
FSR	CEVA Logistics Turkey	TR	Gebze	B
FSR	DHL Freight (Denmark) A/S	DK	Broendby	C
FSR	DHL Freight (Sweden) AB	SE	Eskilstuna	C
FSR	DHL Freight (Sweden) AB	SE	Norrkoping	C
FSR	DHL Freight (Sweden) AB	SE	Oskarshamn	C
FSR	DHL Freight (Sweden) AB	SE	Umea	C
FSR	DHL Freight (Sweden) AB	SE	Uppsala	C
FSR	DHL Freight / PPL	CZ	Ostrava	C
FSR	DHL International UK Ltd	GB	Altrincham	A
FSR	DHL Supply Chain (Italy) S.p.A. Life Science and Healthcare Warehouse	IT	Santa Polomba (Rome)	A
FSR	European Air Transport Leipzig GmbH	ES	Barcelona	A
FSR	GVT Transport & Logistics	NL	Apeldoorn	C
FSR	Nippon Express (Nederland) B.V.	NL	Rotterdam-Maasvlakte	A
FSR	Orbit Ltd	BG	Sofia	A
FSR	Posti OY	FI	Tuusula	A
FSR	Tech Data España S.L.U.	ES	Alovera-Guadalajara	A
TSR	Company Name	Country	Category	
TSR	International Alexander	RO	Level 3 / Category Large	
TSR	Transport Van Praet BVBA	BE	Level 1,2 & 3 / Category Small	



WELCOME TO THE TAPA FAMILY

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

Company	Country	Website
Euro Rastpark GmbH & Co. KG	DE	www.eurorastpark.de
roswel spedition GmbH	AT	www.roswel.at
Noy Direct Delivery B.V.	NL	www.noy.nl
Truck Parking Europe	NL	www.truckparkingeurope.com



BRAND PROTECTION, CYBERCRIME, SCRAP MANAGEMENT AND TAPA STANDARDS TO HEADLINE TAPA ASIA PACIFIC'S CONFERENCE IN INDONESIA

After highly successful events in Phuket and Mumbai in 2016 and 2017, this year's TAPA Asia Pacific Conference will welcome members and guests in Medan, Indonesia.

The 18th TAPA Asia Pacific Conference has adopted a theme of 'Redefining Supply Chain Security Resilience. Expanding Security Outreach Beyond the Normal Frontiers'.

Preceded by two days of TAPA FSR and TSR Security Standards training, the conference will take place on 11 & 12 October and promises to tackle a wide range of topics from brand protection and cybercrime to scrap management, risk management, and the further enhancement of TAPA's Standards.

The keynote speaker on day one will give a presentation on 'Security making business sense: Who leaves the door open to brand degradation? Close that door to ensure integrity, governance and customer goodwill'.

Over the subsequent two days, delegates will hear expert presentations and panel discussions covering:

- Combating piracy - a priority for industry and government but where are we in this brand protection effort?

- Who owns brand protection? The unclear lines of responsibilities in an organisation
- Navigating brand protection investigations overseas – doing it right
- Putting together a brand protection case
- Failing to fortify the integrity of the supply chain paves the way for Cyber Threats and Cyber Crime. How do you manage this threat?
- Scrap Management is taking centre stage in businesses today but are we making business sense with our mitigation and strategies to protect the genuine and authentic as well as scrap?
- Risk management – are business owners complacent or concerned?
- Managing business uncertainties
- As the gatekeeper of supply chain risk, are you empowered to manage this task?
- How do TAPA Standards deliver a competitive advantage?
- TAPA FSR – where are we and what's next?

The conference will also discuss the Association's Trucking Security Requirements (TSR) and unveil TAPA Asia Pacific's new Guard Security Requirement (GSR)

TAPA AND INDUSTRY events...

SEPTEMBER

04-07	Logistyka September – Kielce (PL) Read more
04-07	MS&D September – Hamburg (DE) Read more
07-09	Trans-Expo Yerevan September – Yerevan (AM) Read more
10-13	SPIE Security + Defence September – Berlin (DE) Read more
11-13	Eurosafety September – Tampere (FI) Read more
12-13	Logistics Finland September – Tampere (FI) Read more
13	TCS&D September – Manchester (GB) Read more
15-18	Transexpo Tabriz September – Tabriz (IR) Read more
18-21	Innotrans September – Berlin (DE) Read more
19-21	CeMAT Russia September – Moscow (RU) Read more
25-27	Baltic Sea Ports & Shipping September – Riga (LV) Read more
25-29	Security September – Essen (DE) Read more

You can register online now at www.TAPA-APAC.org/indonesiaconference or for further information, please contact secretariat@tapa-apac.org

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



Would your customers moving high value, theft targeted goods prefer your trucks to park in a TAPA-approved secure parking location as opposed to an unsecured parking place?

Is there a sufficient supply of secure parking places where you need them in Europe?



The first Parking Place Operators (PPOs) have now joined TAPA EMEA's secure parking programme in Europe and many others are expressing their intention to participate in the months ahead as we launch Levels 1 & 2 of our latest Security Standard.

But we need many more to meet the demand for secure parking from Manufacturers and Logistics Service Providers. **You can help.** Give us details of PPOs you believe qualify for TAPA Parking Security Requirements (PSR) certifications so we can make contact and support them through the application process. It's that simple. Together, we can deliver a step change in the security of trucks, their drivers and loads. Send contact information to secure.parking@tapaemea.org