

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA

BRAVO BRAZIL

Despite 25,950 thefts in a year and losses of \$1.5bn, Brazil is fighting back in the war on cargo crime

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welcome



As mentioned in last month's *Vigilant*, TAPA participated in a highly successful International Transport Forum (ITF) in Leipzig at the end of May, the world's largest gathering of transport ministers and the premier global transport policy event which offered a unique platform to meet over 89 ministries from all over the world and more than 40 government ministers.

We were proud to be participating in the event alongside Germany's Federal Ministry of Transport and Digital Infrastructure (BMVI) and the State Criminal Police (LKA) on a shared booth which attracted representatives of governments, business, international organisations and academia.

These discussions enabled us to answer questions about cargo crime intelligence, TAPA's Security Standards for Facilities,

Trucking and Secure Parking, security training and our networking events. ITF also gave us the perfect opportunity to meet with several other associations to widen their understanding of TAPA's mission and goals.

On behalf of TAPA EMEA, I especially wish to acknowledge the support of:

- Franz-Josef Schneiders and Erich Schmid from the Federal Ministry of Transport and Digital Infrastructure
- Manuela Kurrat and Guido Sünemann of LKA

And, of course, we look forward to cargo crime being on the agenda of the next German Minister Conference, which was confirmed following our discussion with Andreas Scheuer, Germany's Federal Minister of Transport and Digital Infrastructure.

Attending such events is important in helping to promote our great Association, to develop new partnerships, and to learn about the cargo crime challenges facing companies, law enforcement agencies and governments around the world.

In this issue of *Vigilant*, we feature three countries that all have a reason to be important to TAPA. Belgium is a country with some of the busiest national and cross-border transport routes in Europe, but it is also a market where we have found it difficult to gain regular, credible sources of cargo crime incident data. We are, therefore, pleased to be able to share a summary of a new report by international loss adjusters, B.V.B.A Wim Dekeyser, which will increase our understanding of the types of incidents they are being asked to deal with.

Romania is another country where we need a greater insight into the challenges facing companies and supply chains. To this end, we have been working proactively to present TAPA at national conferences and, I am delighted to say, in this issue we hear from International Alexander Holding, a leading Romanian transport and logistics company about its decision to join our Association. We welcome them to the TAPA family.

And, we look at cargo crime in Brazil, arguably one of the most challenging countries in the world in terms of supply chain resilience, through the eyes of ABINEE, the Brazilian Electrical and Electronics Industry Association and now a strategic partner of TAPA EMEA.

We will continue to forge these types of relationships and partnerships on behalf of our members to ensure we do everything possible to deliver more intelligence, both from the EMEA region and globally, in support of our common goal to minimise risks in our supply chains.



Thorsten Neumann
Chairman

'In this issue of *Vigilant*, we feature three countries that all have a reason to be important to TAPA; Belgium, Brazil and Romania.'

TAPA PLANS TO DELIVER A WIDER RANGE OF FLEXIBLE TRAINING SOLUTIONS TO DRIVE ADOPTION OF SECURITY STANDARDS

TAPA EMEA has already provided training to some 200 people in 2018.



Earlier this month, TAPA EMEA advised members of its intention to conduct a major review of its training provision to meet growing demand from companies adopting or increasing their use of the TAPA Security Standards.

The review will examine a number of options to support our aim of delivering a wider range of training to a greater number of people in a more diverse way. It is the Association's goal to continue to deliver high quality training to members and the industry which embraces current best practices to meet TAPA EMEA's developing training needs.

TAPA has already held various internal discussions to identify ways to improve its current training materials, which are used to deliver face-to-face training in a classroom environment. The Association is

also constantly being asked to transfer these training capabilities to an online platform and it intends to provide this option. This does not mean the end of the EMEA region's current training events, it will simply provide a further platform on which to expand the TAPA training footprint and to encourage the broadest possible adoption of its Security Standards.

Online training will offer new possibilities for TAPA and its members in the future, notably:

- Flexible participation
- Lower cost

- Developing a modular approach based on need.
- More modules for senior security staff and managers who need detailed knowledge of TAPA's Standards and how to deploy them
- Focused material for others who may need less training but would benefit from a basic understanding of the TAPA Security Requirements.
- Customised in-house training materials will be quicker and easier to provide for larger organisations and those companies wanting to integrate TAPA training into their own training plans



Markus Prinz, TAPA EMEA Training Lead, said: "Implementing new and more flexible ways to deliver our training will only help to increase the number of TAPA

certifications in the EMEA region and lead to greater levels of supply chain security. We hope our members can help us achieve this. We especially want to hear from companies with experience of developing an online training platform to deliver their training needs to help us scope out our needs and select the best partners to provide our new training solution. Similarly, we are looking for volunteers with content expertise in creating and/or delivering training programmes to participate in our project."

If you have comments, suggestions or are willing to be part of our project team, please contact info@tapaemea.org before 13 July.

WANT TO PROTECT YOUR DRIVERS AND BUSINESS?

Are your drivers aware of the threat of cargo crime and how to avoid becoming a victim?

Today, statistics show that virtually every type of product is a target for cargo thieves and most supply chain crimes occur when goods are onboard trucks.

To help protect companies and their drivers, the IRU Academy and TAPA EMEA have developed a state-of-the-art training course on transport security. This e-learning course allows drivers to minimise security risk throughout transport operations and to safeguard their own personal security. The course focuses on cargo theft but also covers related security risks such as illegal immigration and smuggling.

The course is available to TAPA EMEA members at the discounted rate of just €24.00 per driver.

To learn more about the HVTT online training [click here](#) and the general cargo training [click here](#)





WARNING SYSTEM LEADS TO A REDUCTION IN CARGO LOSSES INVOLVING FAKE CARRIERS IN BELGIUM, BUT BUYERS OF TRANSPORT SERVICES ARE ADVISED TO STAY VIGILANT

A new report based on statistical data compiled by international loss adjusters, B.V.B.A. Wim Dekeyser, provides a revealing insight into cargo crime in Belgium and a welcome trend showing a reduction in incidents involving fake carriers.

The report shares intelligence gained from some 100 crimes with direct losses of **€20,000** or more in 2017 although, overall, Wim Dekeyser deals with between 300-350 freight theft incidents a year impacting Belgian carriers, both in Belgium and other countries. Although the total number of incidents remained on a par with 2016, the number of cases involving goods going missing after being tendered on freight exchange sites

indicates that companies are starting to pay much greater attention to who they are doing business with.

This has been a key area of focus for Wim Dekeyser in recent years and saw the company create a warning system for carriers to help them identify illegitimate operators targeting high value, theft attractive goods. It also provides a list of over 400 fake carrier identities to look out for, which, again, reflects the scale of the problem.

In 2017, however, fake carrier frauds directly related to Belgium saw only nine crimes recorded with a total loss value of **€484,000**. Prior to the launch of the warning system, figures for 2014 stood at 28 cases with a combined value of **€2,105,173**. However, the risk of being victimised remains, particularly as some carriers continue to subcontract loads often against their customers' specific orders.

Vigilant has previously reported cases in Europe where single loads have been passed on to several carriers via freight exchanges, a fact which only came to light in subsequent investigations after the cargoes went missing.

In the vast majority of cases, bookings via freight exchange sites are carried out as planned by thoroughly professional and reputable companies but with hundreds of thousands of journeys being offered and outsourced every month online, buyers need to take every precaution to safeguard their goods.



Wim Dekeyser states: "We certainly hope the prevention initiative we implemented has contributed to the downward trend in recorded cargo crimes for Belgian carriers using freight exchanges but the fact remains that companies need to stay constantly aware of the risks."

The issue of liability is most likely going to drive more resilient vetting processes of carriers trading on online exchanges in order to avoid costly cases of gross negligence if they are found not to have carried out sufficient checks before allowing companies to bid for transport loads.

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Wim accepts that freight exchange sites are not always to blame when outsourced loads are stolen but says it is incumbent on the sites' owners to ensure they are as secure as possible for companies acting in good faith and awarding delivery responsibilities to third parties.

'Companies' using fake IDs to bid for transport loads will often strike on multiple occasions over the space of a few days using the same identity before disappearing, he says, citing one such criminal activity that resulted in seven shipments being embezzled in one week.

2017 also saw several cases of 'fake buyers fraud' in which a producer of goods is approached by a promising new client pretending to represent a well-established concern. The enthusiastic sales department ships several samples of goods without a payment guarantee but, at the end of the day, it turns out that offenders have abused the name of an established, innocent company and then used fake telephone numbers and email accounts to take delivery of the cargo without paying for it. Wim Dekeyser recommends: "Prevention can be very

THEFTS ABROAD (outside Belgium)

Top 5 countries - 2016		Top 5 countries - 2017	
France	28 %	UK	28 %
Germany	27 %	East EU	19 %
UK	27 %	France	16 %
Holland	8 %	Germany	13 %
Spain	8 %	Italy	13 %

Modus-operandi	2016	2017
Open parking areas	75 %	71 %
Closed parking areas	11 %	9 %
Fraud (fake carriers)	10 %	11 %
Hijackings	4 %	3 %
Secured parking areas	n/a	3 %

Stolen goods	2016	2017
Car parts (tyres)	26 %	13 %
Electro	24 %	33 %
Household goods	14 %	3 %
Textiles	12 %	7 %
Metals	10 %	10 %
Cosmetics	10 %	9 %
Food	n/a	13 %

Belgian carriers suffer twice as many cargo thefts outside of Belgium as they do in their home country and the growth of foreign criminal gangs – particularly from Eastern Europe – is only making investigation and recovery processes more complex.

simple. Always check the coordinates of your contracting party because this alone can avoid a lot of problems." He highlights a case in which a Belgian company's identity was abused to order several shipments of televisions, which were delivered to some rented warehouses. A check would have shown that although the company reportedly ordering the TVs was, indeed, a major business, it was in the carpet industry and so was unlikely to be placing big orders for televisions.

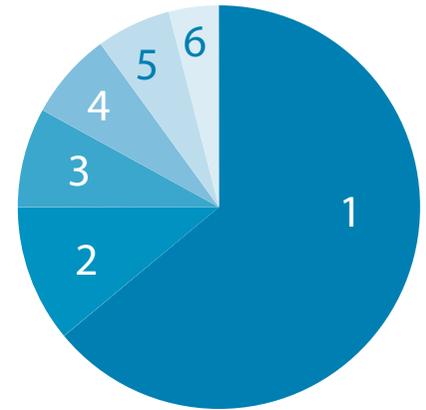
Belgian carriers suffer twice as many cargo thefts outside of Belgium as they do in their home country and the growth of foreign criminal gangs – particularly from Eastern Europe – is only making investigation and recovery processes more complex. Wim Dekeyser also has evidence of cargo criminals from Egypt and Syria now operating in Belgium and its neighbouring countries.

"Years ago, we faced essentially local 'gangs' whereby it was easier to locate them and recover goods via informants etc. Nowadays, we are dealing with itinerate gangs from Albania, Romania etc. who are able to move the stolen goods so quickly back to their home countries, significantly complicating investigations."

The cross-border nature of cargo crime, particularly in Europe, also complicates the work of law enforcement agencies. "Most progress is made by private investigators," Wim says, who are regularly called upon to investigate cargo losses involving Belgian carriers in France, Germany and the United Kingdom, in particular. The challenge is exacerbated by some police authorities continuing to view cargo crime as a low priority while others are hampered by the lack of international cooperation between law enforcement services as well as privacy laws.



MODUS OPERANDI



1. Open Parking Area	64%
2. Discoupled Trailers	11%
3. Fake Carrier Fraud	8%
4. Closed Compound	7%
5. Warehouse	6%
6. Hijacking	4%

He is not alone in thinking that at least half of all cargo crimes could be prevented if there was a bigger network of secure parking sites for trucks in Europe. Some 60% of the losses recorded by Wim Dekeyser in 2017 involved vehicles that had stopped in open and unsecured parking areas. The time for talking, he says, is over. He wants to see action – but says more secure parking places is only part of what needs to change.

“The issues relating to the lack of secure parking in Europe are very well known so we don’t need to keep studying it. In our humble opinion, the problem has been described numerous times, so it is now a time for action. Cargo crime, most often resulting from a lack of secure parking places, has to be a political matter because it is often directly related to more serious types of crime, such as narcotics trafficking, money laundering, violent crime and even terrorism.”

The big questions, of course, remain; who is going to pay for these new secure parking sites and who is going to use them? One significant step forward would be for the cost of secure parking to be a separate charge on top of the agreed transportation cost because as long as it has to be subsidised within the single transportation fee, it will remain hard for many transport companies to justify.

“Yes, the price of say €20 a night is peanuts for secure parking for a valuable shipment but road hauliers see it differently. If, for instance, they have 50 trucks, it can equate to a total



cost of €1,000 a day and they simply do not have the financial margin to meet these costs. So, yes, the solution is that shippers/cargo interests take a share in the costs. Prevention has to be a joint venture for all of the parties involved,” he believes.

The problem of secure parking, however, will take years to resolve, in Wim’s opinion. “At a recent seminar it was said that it would take 30 years before sufficient secure parking areas would be created in Germany. By then, there may only be driverless trucks operating.”

Security standards can also make a positive difference, he says, citing TAPA’s Facility Security Requirements (FSR) and Trucking Security Requirements (TSR), and he welcomes standardisation such as the Association’s new Parking Security Requirements (PSR). Now, Wim says, it’s time to start the work out in the field without the need to reopen or begin new discussions on industry standards.

He also warned companies to beware of ‘fake secure parking areas’ after seeing several incidents in 2017 at paid-for parking facilities



which presented themselves as ‘secured parking areas’ but, in reality, the security measures put in place were either insufficient or totally non-existent.

A key recommendation in the report – or a plea, as it is described – is for the creation or reactivation of a central police service in each country dealing with transport crime and acting as a liaison point with the likes of Europol and INTERPOL.

“This could simplify international contacts and procedures, which nowadays are very bureaucratic and time-consuming. A good example is a shipment from Hungary to France that was embezzled by a fraudulent subcontractor of a Polish haulier and seized in Slovakia. Although it was a straightforward case, it took more than six months to comply with all of the bureaucratic formalities to release the goods ... an enormous and unnecessary waste of energy, time and money not only for the private parties involved but also the police services in four countries,” he concluded.

TAPA GAINS MORE INDUSTRY SUPPORT FOR ITS SECURE PARKING PROGRAMME FOR TRUCKS IN EUROPE

TAPA'S PSR INITIATIVE CAN STEER TRUCKERS TOWARDS MORE SECURE PARKING

TAPA PUBLISHES TRUCK PARKING STANDARDS

TAPA PROGRESSES SECURE PARKING PROGRAM

TAPA SPREADS THE WORD ABOUT ITS SECURE PARKING PROGRAMME FOR TRUCKS IN EUROPE

June saw the continued progress of TAPA's secure parking programme for trucks in Europe hit the headlines, reaching tens of thousands of transport and logistics operators through media outlets.

The Association confirmed the publication of all three levels of its Parking Security Requirements (PSR) certification programme for industry review as well as the signing of its Memorandum of Understand (MoU) with SNAP Account, the cashless payment system for the haulage industry, which works with more than 3,000 transport operators.

TAPA reiterated its strongly-held belief that there are hundreds of professional parking sites in Europe that can already meet its self-certification PSR Level 3, a free of charge certification for Parking Place Operators (PPOs) which is available now. The need to protect drivers, their cargoes and trucks is increasing demand for more safe and secure parking locations. TAPA is already seeing demand for secure parking locations outweighing availability on key routes and says PPOs that do meet the TAPA Security Standard will find a ready-made market of potential customers.

Cargo loss data for 2017 produced by TAPA's Incident Information Service (IIS) revealed an 89.9% year-on-year rise in the number of

freight thefts which occurred when trucks parked in unsecured parking locations, mostly due to the lack of secure parking options. The over 2,000 such cargo crimes last year also accounted for the majority of the **€105 million** of products stolen from supply chains in the Europe, Middle East and Africa (EMEA) region.

TAPA is on course to launch the higher Levels 1 and 2 of its Parking Security Requirements as planned later this year following the latest stage of consultation with its Manufacturer and Logistics Service Provider members, who have been asked to review the standards to confirm they are fit for purpose. As well as addressing the critical issue of security, PSR also recognises the importance for sites to provide suitable driver facilities, which remains an important factor for drivers with the ability to choose where they park.

Describing its PSR as 'practical and realistic', TAPA also promoted the launch of a new membership category for Parking Place Operators (PPO) to increase their engagement with customers, and the extension of its Security Service Provider membership to include Booking Platform Operators.

Meanwhile, the Association is continuing to give its full support to the European Commission's 'Study on Safe and Secure Parking Places for Trucks' and has urged its members to participate in the research project,

which aims to identify the true need for safe and secure truck parking areas in Europe.

Companies and Parking Place Operators that wish to learn more about TAPA's Parking Security Requirements should contact secure.parking@tapaemea.org



'Sadly there is no quick fix to tackle the risks drivers and cargoes face when they have to stop in unsecured locations. However, at an industry level, we have to start providing more controlled parking areas that offer improved safety and security, and reduce the need for vehicles to stop in laybys, on industrial estates and at motorway service areas where statistics show they are highly vulnerable to attack. We are working hard to engage with Parking Place Operators to highlight the commercial benefits of being TAPA-approved, and we are also encouraging our members who book parking spaces to promote the new PSR Standard to the parking site owners they know.'

**Thorsten Neumann,
Chairman of TAPA EMEA**

BRAVO BRAZIL!

For businesses in Brazil, violent and costly attacks on their supply chains are an every day threat and crime statistics suggest the situation is out of control. But have they given in? No, sir. Their commitment to defeating the problem is greater than ever and a new strategic partnership with TAPA EMEA is only going to strengthen their resolve ...





Many SME trucking companies have been forced to file for bankruptcy, while others are struggling to get insurance because some risk providers won't cover goods on certain routings. Logistics providers forced to pay higher insurance premiums, as well as for additional security guards, are having to implement security surcharges of up to 1% of the value of the goods being transported to recover their rising costs.



On 9 June 2018, 15 armed criminals invaded a facility operated by one of the world's biggest logistics companies, using a truck to knock down the main gate. Two more trucks and seven cars sped into the yard while another truck was used to block the street and employees of the logistics company were lined up alongside the vehicle in what was described as a 'human shield'.

The thieves ultimately escaped with \$1 million of products, mostly mobile phones. Local police confirmed it was the second raid on the facility in little over two months.

On June 18, an estimated group of 30 heavily armed criminals invaded another logistics hub and forced employees to load four trucks with electronics goods. A law enforcement response was activated by the external CCTV monitoring system and officers confronted the criminals as they were leaving the premises. One policeman was shot and all the criminals escaped with an estimated \$10 million of electronics, including phones, laptops and televisions. Once again, police later confirmed this was the second crime at this location in two months.

In most parts of the world, such dramatic crimes might have received far wider publicity – but these incidents occurred in Brazil, where cargo crime is now so rampant, it is hardly news anymore.

Quite simply, the facts speak for themselves:

- Data for 2017 showed a total of 25,950 cargo thefts in Brazil, up 5.7% year-on-year



- This is equal to some 71 new crimes every single day
- Over 85% of incidents occurred in Rio de Janeiro and Sao Paulo in the wealthier south east of the country
- The direct loss value of cargo thefts in 2017 was reported to be R\$1.5 billion - \$750 million

The statistics, however, only tell part of the story. Reports suggest that food prices for some goods in Rio have doubled as losses from cargo thefts are passed down the supply chain to consumers. With around 70% of crimes involving the kidnapping of truck drivers and the use of 'severe violence' in criminal attacks, companies are struggling to recruit staff because the risks are simply too great, especially in Rio where a truck is hijacked at a rate of approximately one every 50 minutes. Many SME trucking companies have been forced to file for bankruptcy, while others are struggling to get insurance because some risk providers won't cover goods on

certain routings. Logistics providers forced to pay higher insurance premiums, as well as for additional security guards, are having to implement security surcharges of up to 1% of the value of the goods being transported to recover their rising costs.

Some manufacturers of products such as Phones and Pharmaceuticals are trying to reduce the time their products spend on Brazilian highways by using air cargo to transport goods point-to-point but that comes at a higher cost, and goods still begin and end their journeys by road.

Media statements from weary business leaders are blunt, to say the least:

- 'You are always running a risk. It starts the moment you put cargo in the truck and travel across Brazil'
- Brazil presents 'a very different reality for companies that prosper elsewhere'
- 'Cargo robbery is just as profitable as trafficking drugs'
- 'Unfortunately, it has now become fashionable to rob cargo trucks'

It's not only logistics warehouses and trucks that fall victim to cargo thieves. Even heavily secured airport perimeters have been breached, as highlighted in the theft of \$5 million in cash from a freight facility at an airport near Sao Paulo in March. The thieves reportedly adorned their vehicle with the logo of the runway security company and completed their raid in just six minutes.

Most recently, the overwhelming level of these crimes has resulted in strong measures by the Brazilian authorities, including the deployment of over 3,000 troops in Rio to work alongside police officers trying to stop cargo thefts from occurring. In 2015, the country's president and congress also approved a bill to create the National Committee Against Cargo Theft, which regulates all the activities of the Federal and State law enforcement agencies and the coordination of Operations and Intelligence under the direct management of the Brazilian Minister of Justice.

One of the best examples of industry's response to the problem is ABINEE, the Brazilian Electrical and Electronics Industry Association, which is now engaging closely with TAPA EMEA to share incident intelligence and best practice. Both parties are looking to build a strong, long-term partnership that benefits their respective members and associates. For TAPA, working with ABINEE provides its first real foothold in Brazil, a market where most of its members have supply chains they need to protect.

The overwhelming level of these crimes has resulted in strong measures by the Brazilian authorities, including the deployment of over 3,000 troops in Rio to work alongside police officers trying to stop cargo thefts from occurring. In 2015, the country's president and congress also approved a bill to create the National Committee Against Cargo Theft.

ABINEE is not new to this. It was founded in 1963 to support the needs of its associates to build sustainable business growth in Brazil. Today, it has around 650 associates, mostly manufacturers, and, not surprisingly, most of its focus is now given over to risk management and supply chain resilience. Helping to lead this initiative is Fabio Barbosa of HP, Head of LATAM Supply Chain Security, and now also acting as ABINEE's Director of Loss Prevention.



Fabio has over 20 years of experience in Supply Chain Security & Brand Protection. Before HP, he worked in security leadership positions in companies such as Motorola, DHL, and Dupont and his expertise encompasses Operations Security, Investigations, Loss Prevention, Asset/ Executive Protection, Compliance and Counterfeiting. Consequently, he is now called upon to act as ABINEE's representative before the Brazilian Government and has also been named as Security Advisor for the Sao Paulo Estate Secretary of Security and the Ministry of Justice on the subject of cargo theft.

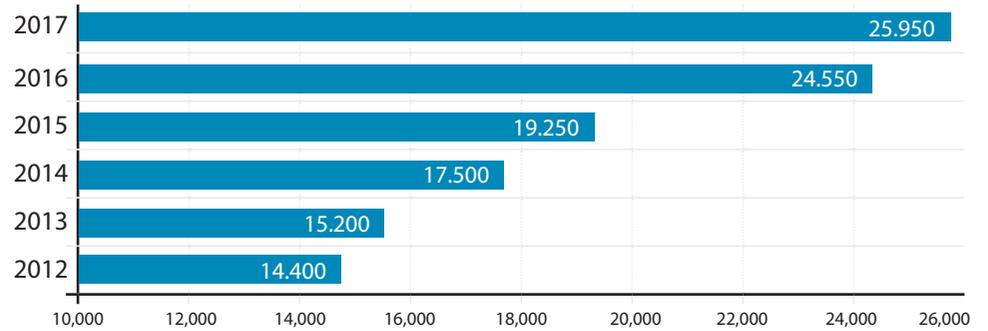
With the high-tech sector alone suffering direct losses of \$250 million per annum in Brazil, ABINEE's goals are clear:

- Influence State and Federal Government to strengthen cargo crime legislation
- Promote State and Federal Government support to prioritise Law Enforcement efforts towards cargo crime
- Develop Cargo Loss analytics and an Industry Benchmark
- Define Industry Security Standards
- Deploy new technologies to defeat cargo theft

Fabio is in little doubt of the impact cargo crime in having on Brazilian businesses and the country's economy. "If you try and calculate the indirect cost – including additional security and other preventive measures – saying it surpasses \$10 billion a year might still be considered a conservative estimate. In the last five years, cargo crime in Brazil has risen by 80%."

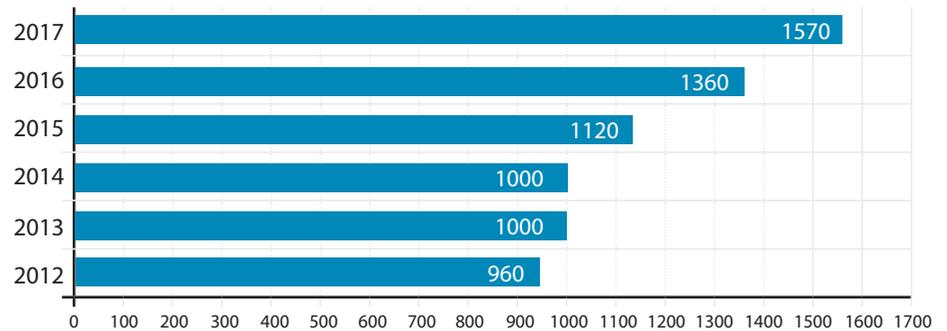
He sees real potential for ABINEE's partnership with TAPA EMEA, adding: "ABINEE initiated its Loss Prevention Committee in 2014 and several positive results have been achieved during the course of our journey so far, with much more still to come. One perfect example is the strategic alliance with TAPA EMEA and the introduction of the Incident Information Service (IIS) database. I believe the TAPA Security Standards can also be widely adopted in the LATAM region. We also see opportunities for networking, intelligence reports, the analysis of loss statistics and the deployment of new technologies."

NUMBER OF ANNUAL CARGO THEFTS IN BRAZIL



VALUE OF CARGO LOSSES IN BRAZIL - 2017

(R\$ millions)



Thorsten Neumann, Chairman of TAPA EMEA, agrees. "ABINEE is highly respected and well established in Brazil and has a clear level of loss prevention expertise. TAPA has not had a presence in Brazil but because it's a major market for trade and it has such a prolific rate of cargo crime, we need to understand the risks companies are facing in order to provide our members with the intelligence they need to protect their goods in transit. Working with ABINEE means we don't have to reinvent the wheel and both associations will benefit each other. This is a model I am confident can also work for TAPA EMEA with other trade associations in other markets around the world. The progress we aim to achieve together in Brazil will help to leverage those future relationships," he says.

It's not difficult to get a grip on the types of cargo crime or the products most targeted in Brazil. Truck hijackings represent by far the greatest threat, while the main goods targeted by cargo thieves are:

- | | |
|--------------|-------------------------------------|
| 1. Food | 6. Beverages/spirits |
| 2. Tobacco | 7. Auto parts |
| 3. High-tech | 8. Textiles |
| 4. Pharma | 9. Chemicals, seeds and fertilisers |
| 5. Fuel | |

Unfortunately, as seen in other parts of the world, the penalties facing cargo criminals in Brazil are considered to be far too soft by business leaders, and probably by the offenders too. This only makes freight theft more appealing given a combination of the rich rewards it can offer to organised criminals alongside the very manageable penalties for those arrested and, subsequently, prosecuted. "ABINEE is working hard with the Brazilian Congress to modify the penalties for anyone involved in stealing goods. Another idea is to remove the operating licenses of any stores/ resellers which are caught selling stolen goods. However, it is very difficult to track products," Fabio states.



For regions of the country where the recording of cargo thefts is not done correctly, ABINEE is working with the Ministry of Justice on the creation of a guide for local law enforcement agents to help them register these incidents accurately, and provide relevant and vital intelligence.

TAPA EMEA will also benefit from ABINEE's growing relationships with other industry groups which are keen to work under the Association's 'umbrella' to defeat cargo crime. These include groups in the logistics/carriers, pharmaceuticals, consumer goods, tobacco, and food & beverage sectors.

Technology also has a big part to play in protecting supply chains in Brazil. Initiatives include radio frequency solutions, drone surveillance, armoured trucks, and the use

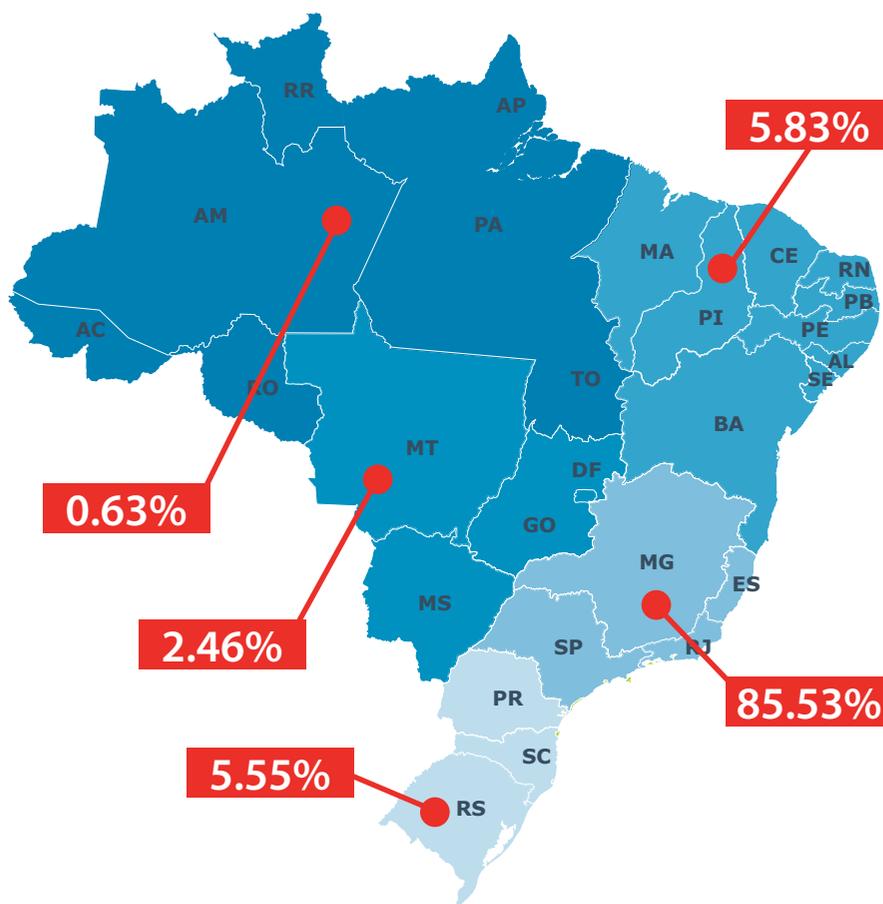
of new 'game-changing' "Smart Packaging" technology that will leverage the supply chain security 4.0 to the industry.

On the face of it, the statistics would suggest that the war against cargo crime in Brazil is already lost but that would be misleading. At every level – government, law enforcement, business and consumer – there is a shared desire to bring about change, and a groundswell of initiatives designed to either prevent cargo thefts or make the penalties for it far more severe.

It is going to take time, money and a great deal of resilience from every supply chain security stakeholder to achieve a sustainable improvement. ABINEE is determined to make that happen and in TAPA EMEA it will enjoy the full support of a like-minded strategic partner.

"ABINEE is working hard with the Brazilian Congress to modify the penalties for anyone involved in stealing goods. Another idea is to remove the operating licenses of any stores/ resellers which are caught selling stolen goods. However, it is very difficult to track products."

CARGO CRIME BY REGION - BRAZIL 2017



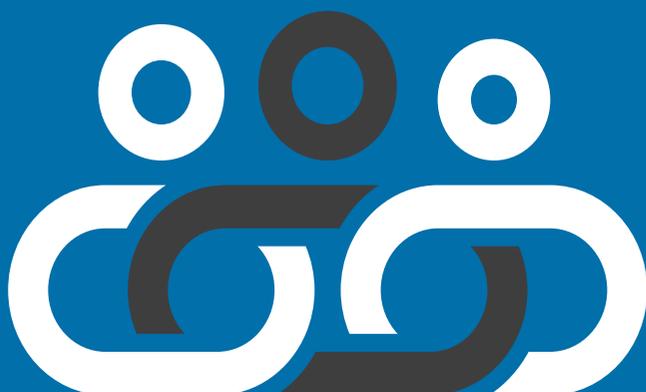
STEP UP & STAND OUT

TAPA'S LATEST FSR & TSR SECURITY CERTIFICATIONS

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

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

FSR	Company Name	Country	City	Class
FSR	DHL Express	PL	Łódź	C
FSR	DHL Express (Denmark) A/S	DK	Taulov	A
FSR	DHL Express (Italy) SRL	IT	Pisa Gateway	A
FSR	DHL Express (Sweden) AB	SE	Malmö	B
FSR	DHL Express Denmark	DK	Skanderborg	A
FSR	DHL Freight (Sweden) AB	SE	Karlstad	C
FSR	DHL Freight / PPL	CZ	Plzeň	C
FSR	DHL Freight / PPL	CZ	Říčany - Jažlovice	C
FSR	DHL Freight Sweden AB	SE	Halmstad	C
FSR	DHL Global Forwarding (Italy) S.p.A	IT	Pozzuolo Martesana (MI)	A
FSR	DHL Hubs & Gateways Madrid Airport - European Air Transport Leipzig GmbH	ES	Madrid	A
FSR	DHL Hubs & Gateways Oporto Airport - DHL Aviation NV/SA (Sucursal en Portugal)	PT	Maia	A
FSR	DHL International Cameroon SARL	CM	Douala	A
FSR	DHL Logistics (Switzerland) Ltd	CH	Pratteln	C
FSR	DHL Parcel Navarra Spain S.L.U.	ES	Imarcoain (Navarra)	A
FSR	DHL Worldwide Express Tasimacilik Ticaret A.S. IST-GTW	TR	Istanbul	A
FSR	GVT Transport & Logistics Apeldoorn BV	NL	Veendam	C
FSR	LOG-IN Logistikpark GmbH	DE	Neuenmarkt	A
FSR	Nippon Express (Nederland) B.V.	NL	Maasvlakte	B
FSR	P&M Expresse B.V.	NL	Tilburg	A
TSR	Company Name	Country	Category	
TSR	J.A.M. de Rijk B.V.	NL	Level 1 / Category Medium	
TSR	Kühne + Nagel Gesellschaft m.b.H	AT	Level 1 / Category Small	
TSR	Kühne + Nagel spol s.r.o.	CZ	Level 1 / Category Small	



WELCOME TO THE TAPA FAMILY

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

Company	Country	Website
Astellas Pharma Europe B.V.	NL	www.astellas.com
Sony DADC Europe Ltd	AT	www.sonydadc.com
Workrate	NL	www.workrate.eu
NMU	GB	www.nmu.co.uk

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY



May 2018

Belgium	4 (3.1%)
Cameroon	1 (0.8%)
Czech Republic	2 (1.6%)
France	2 (1.6%)
Germany	3 (2.3%)
Italy	2 (1.6%)
Netherlands	4 (3.1%)
Norway	1 (0.8%)
Russia	3 (2.3%)
Slovakia	1 (0.8%)
South Africa	5 (3.9%)
Sweden	4 (3.1%)
Ukraine	1 (0.8%)
United Kingdom	95 (74.2%)

Number of incidents in month



€389,065

Average loss for the 17 major cargo crimes reported to TAPA's Incident Information Service (IIS) in May 2018



€8,904,440

Total loss for the 104 or 81.2% of crimes stating a value

-39.6%

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

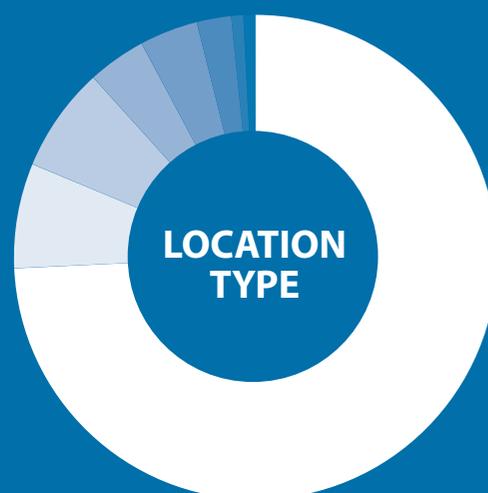


128

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



Theft from Vehicle.....	83 (64.8%)
Theft of Vehicle.....	14 (10.9%)
Theft from Trailer.....	11 (8.6%)
Hijacking.....	7 (5.5%)
Theft.....	4 (3.1%)
Fraud.....	4 (3.1%)
Theft from Container.....	2 (1.6%)
Robbery.....	1 (0.8%)
Theft from Facility.....	1 (0.8%)
Theft from Train.....	1 (0.8%)



Unsecured Parking.....	95 (74.2%)
Secured Parking.....	9 (7.0%)
Unknown.....	9 (7.0%)
Services 3rd Party Facility.....	5 (3.9%)
En Route.....	5 (3.9%)
Origin Facility.....	3 (2.3%)
Railway Operation Facility.....	1 (0.8%)
Destination Facility.....	1 (0.8%)

10

Crimes recorded a loss value of between €50,000 & €100,000, with a combined loss total of €688,186

€3,000,000

Biggest single loss -
Theft of medicines from a Services 3rd Party Facility in Grosseto, Italy, on 16 May

Number of countries reporting incidents

14

+1 month-on-month

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



€85,619

AVERAGE LOSS VALUE LAST MONTH

74.2%

Or 95 of the recorded incidents took place in Unsecured Parking locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion.....	105 (82.0%)
Unknown.....	8 (6.2%)
Violent & Threat with Violence.....	5 (3.9%)
Deception Other.....	3 (2.3%)
Forced Stop.....	2 (1.6%)
Internal.....	2 (1.6%)
Theft from Moving Vehicle.....	1 (0.8%)
Deceptive Stop.....	1 (0.8%)
Deceptive Pick Up.....	1 (0.8%)

CARGO CRIME IN THE EMEA REGION FALLS FOR THE FIFTH CONSECUTIVE MONTH BUT LOSSES WITH A VALUE STILL RISE TO MORE THAN €8.9 MILLION

Recorded cargo thefts in the Europe, Middle East and Africa (EMEA) region fell for the fifth consecutive month in May 2018, according to incidents reported to TAPA's Incident Information Service (IIS).

The 128 new crimes recorded last month represented a 39.6% decline over the 212 thefts or attempted thefts added to the IIS database in May 2017, although other indicators rose significantly:

- The total loss for the 104 or 81.2% of crimes reporting a value of **€8,904,440** was more than **€2.8m** higher than a year ago
- Major cargo crimes with a loss value of **€100,000** or more rose from six to 17 year-on-year
- The average loss for incidents with a value in May 2018 was **€85,619** or over **€37,000** more than for the same month of 2017

The 17 major losses produced a combined value of **€6,614,106** or an average per crime of **€389,065**.

TAPA EMEA's IIS also recorded 10 further incidents with loss values of between **€50,000** and **€100,000**. These represented **€688,186** of May's total losses, averaging **€68,818**.



Major crimes last month were led by two seven-figure thefts:

€3,000,000

What were described as highly experienced and well-researched thieves broke into a Services 3rd Party Facility warehouse using the only access point not covered by an alarm. The offenders reportedly demonstrated a good knowledge of the area and would have needed a specific plan of action to steal and store the medicines they escaped with due to how quickly the cargo can become compromised if not kept at a certain temperature. The crime took place in Grosseto, Tuscany, in Italy on 16 May.



€1,100,000

16 May was also the date of the second highest recorded loss during the month. A truckload of cigarettes was stolen in Saint Petersburg, Russia, while the driver was waiting for the load's paperwork to be completed at the shipper's warehouse.

According to the incident report, criminals broke the side window of the truck cabin, hot-wired the engine and made their escape.



The driver witnessed the scene and immediately reported the theft to the police, who located the vehicle a few hours later after picking up a tracking signal from the truck's GPS system. The offenders had fled the scene but the cargo was fully recovered.

The other major losses notified to TAPA's IIS in May involved:

€300,000

The second high value loss in Italy occurred on 19 May after a truck carrying food and drink was hijacked and its driver kidnapped at a petrol station in the province of Caserta. National Traffic Police are said to have later arrested two people in Naples, both previous offenders, who were subsequently charged with robbery and receiving stolen goods. Investigators also recovered a GPS jammer from a car and later located the hijacked truck parked on an industrial estate close to where the suspects were arrested. The stolen load was also still onboard the vehicle.





€220,235

A shipment of CCTV equipment was stolen from a truck parked in a layby in Newmarket, Suffolk, in the UK on 14 May after offenders approached the attended HGV and semi-trailer and cut the locks and seals of the shipping container to steal products. Awoken by noise and movement in the vehicle, and one of the offenders trying to force entry into the cab, the driver started the engine and was able to drive off. The suspects escaped.



€210,000

Fraudulent actions by a fake carrier led to the disappearance of three trucks loaded with tyres from an unknown location in Germany on 30 May.



€204,011

On 21 May, fashion clothing was stolen from a vehicle left in an unsecured parking place

on an industrial estate in Dartford, Kent, UK. The thieves took the goods after cutting a hole in the tarpaulin side of the vehicle. TAPA's IIS also received a separate report of a theft of clothing in the same location on 20 May with a value of **€181,680**.



€182,514

In Newton le Willows in Merseyside, UK, on 12 May, offenders forced their way into a secured logistics premises and stole tractor units and two loaded semi-trailers before making their escape. The products stolen were unspecified.

€165,403

After entering a secured Service 3rd Party Facility transport yard in Immingham, Humberside in the UK on 6 May, thieves stole a tractor and semi-trailer with a container loaded with a cargo of prosecco



€162,754

This violent hijacking saw the offenders target a truck parked in a layby in Salford



in Greater Manchester, UK, on 24 May. After smashing the cab window, and attacking and kidnapping the driver, they were able to steal 23 tonnes of copper. The driver was later released several miles away from where the incident occurred.

€138,329

Another crime which saw thieves able to steal a tractor unit and loaded semi-trailer from a secured yard. In this case on 19 May, the offenders escaped with a cargo of washing powder and cosmetic products from the site in North Killingholme in Lincolnshire, UK.



€138,272

A vehicle loaded with beer was stolen from a layby in Welford, Northamptonshire, UK, on 14 May. The tractor unit was later recovered but its semi-trailer and load had disappeared.



€131,196

Another Theft of Vehicle from a secured yard, this time on an industrial estate in Lutterworth, Leicestershire, UK, saw the thieves escape with a load of bouncy castles on 22 May.



€125,970

TAPA's IIS recorded two thefts of tyres from vehicles parked in unsecured parking locations in Castle Donington, Leicestershire, UK, on 22 and 21 May. The other report stated a loss value of €112,228.

€124,000

In the south east district of Moscow, Russia, on 25 May, a thief drove off with a truck and its cargo of clothing and footwear after the driver went into a motorway service area.



€117,514

On the same date, thieves stole computers/laptops after forcing open the locks and seals of a truck parked at a motorway service area in Northampton in the UK.



PRODUCT CATEGORY	No	%
Unspecified	41	32.0%
Food & Drink	25	19.5%
Miscellaneous	13	10.2%
Tobacco	9	7.0%
Clothing & Footwear	9	7.0%
Cosmetics & Hygiene	7	5.5%
Tyres	4	3.1%
Furniture/Household Appliances	4	3.1%
No Load	3	2.3%
Car Parts	3	2.3%
Phones	2	1.6%
Metal	2	1.6%
Bicycles	2	1.6%
Agricultural Materials	1	0.8%
Computers/Laptops	1	0.8%
Sports Equipment	1	0.8%
Tools & Building Materials	1	0.8%

The 10 cargo thefts with loss values between €50,000 and €100,000 were:



- **€96,517** – Fashion clothing stolen from a parked and attended HGV and semi-trailer in Luton, Bedfordshire, UK on 10 May. At the time of the report to TAPA's IIS, the driver and load were still missing
- **€85,553** – Car parts were taken after offenders cut the curtain side of a parked and attended truck at Waterstock motorway service area on the M4 at Wheatley, Oxfordshire, UK on 22 May
- **€80,025** – Wine was stolen in this Theft from Vehicle crime in Stanford le Hope, Essex, in the UK on 24 May. The attended vehicle was parked on an industrial estate at the time of the crime
- **€74,340** – A further theft of tyres in Castle Donington, Leicestershire, UK. This crime on 11 May took place at the Donington Park service area
- **€74,154** – Electrical goods were stolen from a truck that had stopped in an unsecured parking location in Tiffield, Northamptonshire, on 29 May
- **€66,119** – Nappies and toilet paper were stolen from a truck in Port Elizabeth, South Africa, on 1 May. Police later arrested two men aged 20 and 22 as they were seen trying to flee from the stolen vehicle
- **€54,897** – In Shepshed, Leicestershire, UK, on 10 May, thieves cut the curtain side of a truck left in an unsecured parking location on an industrial estate and escaped with car parts
- **€54,128** – In this incident in Port Elizabeth, South Africa, a truck driver claimed his vehicle had been hijacked by two gunmen in the early hours of the morning on the N2 near Bluewater Bay, who then stole his cargo of alcohol. However, he later changed his story and told police he had colluded with the men who took the cargo on 12 May
- **€51,332** – The cargo stolen in this Theft from Vehicle incident in Milton Keynes, UK, on 22 May was unspecified. This was yet another crime involving a truck parked in an unsecured location
- **€51,121** – Coffee machines were taken from a vehicle parked at a motorway service area between junctions 23 and 24 of the M1 in Derbyshire, UK, on 8 May



95 or 74.2% of the cargo crimes reported to TAPA's IIS in May were recorded in the United Kingdom. None of the other 13 countries suffering freight thefts during the month reported more than five crimes.



Of the 15 TAPA IIS product categories recording losses last month, the top six were:

- Food & Drink -25 incidents or 19.5% of the May total
- Tobacco – 9 or 7%
- Clothing & Footwear – 9 or 7%
- Cosmetics & Hygiene – 7 or 5.5%
- Furniture/Household Appliances – 4 or 3.1%
- Tyres – 4 or 3.1%

The most recorded types of incident, location and M.O. were:

- Incident: Theft from Vehicle – 83 or 64.8%
- Location: Unsecured Parking – 95 or 74.2%
- M.O: Intrusion – 105 or 82%

Other incident reports to highlight last month included:

- Thieves cut a hole in the end wall of a railway container to steal its cargo of cigarettes. The shipment was travelling from Kiev to Mongolia and was discovered as the train was crossing the Ukraine/Russia border on 26 May. Part of the load was later found along the railway line between Yampil and Mikhaylovskiy
- Gas may have been used to send a driver into a deep sleep while thieves cut a

30x30cm hole in the side of his vehicle at a secured parking site in Waregem, Belgium, on 30 May. No cargo was reported stolen

- In Nanaga, South Africa, on 24 May, cars boxed in a truck as it drove along the highway and forced it off the road. Five gunmen then took over the truck and its cargo of meat, kidnapping the driver and two assistants, who were later released
- The driver of a truck carrying tobacco returned to his vehicle after a short break at a motorway services in Saint-Nabord in Grand Est, France, on 29 May to discover someone had tried unsuccessfully to burn a hole through the trailer door
- On 25 May on the E19 between the Dutch border and Antwerp, Belgium, the occupants of a grey BMW with Bulgarian license plates, tried to force a truck driver to pull over, signalling a problem with his vehicle's lights. The driver refused to stop, but, on arrival at his destination, found the lights to be working correctly
- On 20 May, a driver who had stopped to refuel his vehicle at a gas station in Hazeldonk, Netherlands, found his truck had been blocked in by vehicles whose

occupants claimed to be police officers. They asked the driver to exit his cab to check the vehicle's lights but he refused and was eventually allowed to leave. The driver had become suspicious of the men because of irregularities in their police badges, vehicles and clothing

- A police officer in Doncaster in the UK became suspicious after seeing a vehicle parked close to a lorry in a layby on 14 May and the rear doors of the truck open. Offenders who quickly fled the scene had transferred over **€125,000** of sports clothing into their own vehicle – fitted with cloned number plates – without the truck driver noticing. The goods were subsequently reloaded into the correct vehicle
- In Cameroon on 5 May, a gang of six heavily-armed men created a road block at around 02.30hrs along a stretch of road between Mamfe and Adawso and attempted to rob five trucks. However, the gunmen fled into the bush and disappeared after police officers, alerted by drivers, arrived on the scene

TAPA members can access further information in the password-protected IIS database.

TAPA RECOGNISES THE REAL ROMANIA

Mention Romania in the context of cargo crime and many supply chain security professionals' thoughts will immediately turn to the threats posed by organised crime gangs and the now infamous 'Romanian M.O' method of stealing goods from moving trucks.

In reality, the thousands of professional Romanian companies, trucks and drivers delivering products safely across Europe face the same challenges and risks as their European counterparts, both in Romania and across the continent. In other words, it's wrong to judge an entire national industry on the basis of the criminal activities of a minority of individuals. The same stereotypical view could just as easily be applied to almost any other country in the world today.



In recent months, TAPA EMEA has been seeking ways to actively engage with members of the Romanian transport and logistics industry to promote the value of joining the Association with the support of Bucharest-based Ionel Popa, General Manager of the private security company, WindOne. In the last two months, this has included giving TAPA presentations at the Expo Tranzit, Transport 4.0, and Ziu cargo conferences.

'I strongly believe that every Eastern European professional in the supply chain world - irrespective of whether they're drivers, managers, company owners, etc. - should be aware of the TAPA values and practices, about the security risks on European roads, about other challenges in this common market, and the best practices and newest technologies in this industry.'

Ionel is a clear advocate of the benefits TAPA can offer, stating: "I strongly believe that every Eastern European professional in the supply chain world - irrespective of whether they're drivers, managers, company owners, etc. - should be aware of the TAPA values and practices, about the security risks on European roads, about other challenges in this common market, and the best practices and newest technologies in this industry. In the end it's about getting involved in something that is addressing them. They should see TAPA as a family they can belong to. Good people and professionals should be together in fighting organised crime, no matter if they are Romanians, Germans, Polish, Dutch, Italians or Hungarians etc."

He adds: "It is also incumbent on TAPA to move closer to its audience. We can have the best standards, professionals, training sessions and practices in the world but these need to be properly understood and embraced across the entire industry. I had the great pleasure of talking about the TAPA Standards, certifications, industry challenges and statistics at three local conferences and the feedback was tremendous. I think people can identify themselves with the entire TAPA commitment, work and concept. I believe we will see more and more Romanian Logistics Service



Loredana Dan (right), Business Development Manager, of International Alexander, and Ionel Popa (left) addressing the Ziuva Cargo conference.

Providers going for TAPA membership, training and Standards, and we will see customers demanding TAPA Standards in their tender documents."

Loredana Dan, Business Development Manager, of International Alexander represents one of the companies Ionel is talking about. International Alexander joined TAPA EMEA in February this year and is already making a positive commitment to realising the benefits the Association offers. *Vigilant* invited Loredana to tell us more...

Please introduce us to your company?

International Alexander Holding is an independent transport and logistics company founded in 2003 and under 100% Romanian ownership. We employ almost 1,000 people in Romania, Hungary, Serbia and Germany and currently operate a fleet of over 400 of our own trucks and more than 450 trailers, 7.5 tonne trucks and vans for express transports. Our core business consists of road transportation (FTL, LTL, express, groupages, distribution) and additional logistics services such as warehousing, inbound/outbound activities within customers' factories, Air & Sea Departments, and Service & Recovery.

What prompted you to join TAPA?

On one hand, our management team considered that TAPA membership will increase the overall experience and satisfaction of our customers with International Alexander. On the other hand, our top customers from the automotive industry, electronics, FMCG and other industries expect us to be up-to-date and aligned with the best-in-class standards and approaches in the supply chain world. As such, joining TAPA was a natural decision to make.

What are your initial impressions of the Association?

I think it is very important for the transportation industry to understand the importance of security during transport and logistics operations. TAPA's mission and values should be embraced by any company in the supply chain field. It is highly important to acknowledge that TAPA is a non-profit organisation which provides the highest quality security standards and know-how, developed and supported by trusted transport and logistics security specialists. For us, the IIS information sharing process is very important as we are always trying to be proactive in planning our activities and be precise in our services promise to our customers.

From my perspective, the world of supply chain, with all its related services, has to go in the direction of providing better quality and security to its customers, and this will be a key differentiator in the coming period. Opening up to new trends and taking a proactive approach often makes the difference!

Do you intend to adopt TAPA's Security Standards?

Whether you are talking about your personal or professional life, the good things happen when you make one step at a time and focus on building a strong foundation for the steps to come. As such, our vision and decision was

to go for TSR Level 3 certification, considering the fact that our fleet consists mostly of soft-sided trailers. The next step would be TSR 1 certification as part of our strategy to develop a new business pillar related to high value goods.

In terms of warehousing, we are building our own A-class warehouses in Timisoara, Sibiu and Bucharest, which will have the FSR requirements as part of the development process and, later on, the FSR Level A certification. Our existing Arad warehouse will go for FSR A certification later this year too.

Also, we are planning to consider the PSR requirements for all of our owned parking locations.

How would you describe the pre-certification process?

We started by becoming a TAPA member, followed by conference and training participations, the appointment of our internal auditor and completion of the TSR exam, implementation of the TAPA requirements in our internal procedures/processes, technology alignment and our application for TSR 3 certification. Also, in parallel, we initiated the high value fleet construction by ordering our first TAPA TSR 1 compliant trucks and trailers.

I would not describe this pre-certification process as a difficult one as long as you have the company management's commitment, the right people by your side during this entire journey, and you are making one step at a time.

The pre-certification process itself is helpful for every employee, from the drivers to the top management. Each employee and department is part of the process and only a complete and engaged team will be able to correctly apply the processes in order to achieve the positive long-term benefits. By having these common goals clearly defined, the team members are getting the chance to develop themselves.

What is your message to other companies considering joining TAPA?

The message for all small, medium and large companies is to adhere to a well-organised, procedural way of working and to get involved in this professional association that can really make a visible contribution to their operations.

'For us, the IIS information sharing process is very important as we are always trying to be proactive in planning our activities and be precise in our services promise to our customers.'

STANDARDS FAQs #10



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.

In two of our previous FAQ articles we have given examples of using the waiver request process when a requirement in the TAPA Standards cannot be complied with.

TAPA is keen to see that the waiver request process complements the certification process. The waiver process is not intended to be a 'work around' to avoid investment or compliance. That said, TAPA encourages the use of the waiver process in seeking common sense solutions that mitigate a risk by using different controls than those specified in the Standard. Alternatively, for providing adequate justification with supporting evidence for not implementing the requirement. In this article we focus on general information on the waiver request process that we hope will provide users with additional knowledge when submitting their own requests.

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.

How many waiver requests does TAPA EMEA receive and how many are approved?

Answer: We get around 50 waiver requests each year. Over 90% will be approved.

Question 2.

What advice can you give to ensure a waiver request is likely to be approved?

Answer: Attention to detail is the key. Follow the correct process for completing and submitting the waiver request. The more evidence and explanation that can be provided, the higher probability the waiver will be approved first time round. Around 1 in 4 waivers are returned due to a lack of detail or failure to follow the process.



Question 3.

When waiver requests are denied, what can the LSP/Applicant do to avoid their certification audit failing?

Answer: The preferred answer is to achieve compliance with the requirement. What may also be possible is to work with TAPA so we can better understand your challenges. We have, in the past, extended deadlines or assisted the LSP/Applicant with content knowledge to enable them to meet compliance or modify the terms of their waiver. A failed audit is a lost certificate. Often this can be avoided.

Question 4.

Who reviews and approves the waivers in EMEA?

Answer: TAPA EMEA waiver reviews come under the responsibility of the TAPA EMEA

Standards Team. Routine waivers are processed by the Standards Secretariat, more complex waiver requests are discussed within the team.

Question 5.

If I have a need for the same waiver at more than one location, do I need to submit a waiver for each one?

Answer: Normally we recommend that each location to be certified submits waiver requests for only that location. However, we recognise that if identical waivers are to be requested for many sites, this can cause a lot of repetitive work for both the LSP/Applicant and TAPA. So, in some circumstances, we will also consider and approve a multiple site waiver if the necessary conditions to manage this option are specified and maintained.

STANDARDS SUPPORT

References to previous waiver questions (available in earlier issues of *Vigilant*)

FAQ #3

- **Question 1:** What are my options if I need to allow parking in the 25m zone?
- **Question 2:** We cannot comply with requirement 1.5.1 and will need to request a waiver. Can you give some advice of what should be included in the waiver request?
- **Question 3:** For 1.5.1 I have no options to restrict parking, we need the parking spaces. Why is a waiver for 1.5.1 required if I think there are no risks? The FSR says "permitted to shipping and receiving areas if pre-approved and restricted to signed/ designated parking areas". We do all this already, so we do not see why a waiver is also needed?

FAQ #4

- **Question 1:** We lease a warehouse unit and are seeking TAPA FSR certification. Can the CCTV system be under the total and sole control of the owner of the building?
- **Question 3:** For FSR 5.4.4 Local law does not allow me to store any CCTV images. Is this sufficient evidence for a waiver to be approved?



Facility Security Requirements

8. Waivers

A waiver is a written approval granted to either exempt a facility from a specific TAPA requirement or to accept an alternative compliance solution. A waiver may be requested if an LSP/Applicant cannot meet a specific requirement in the FSR and can justify alternative measures. Waivers are valid for the period of the certification.

All waiver requests for a specific security requirement (either in part or whole) must be submitted via a TAPA Waiver Request form to the Independent Audit Body (IAB)/ Authorized Auditor (AA) by the LSP/Applicant (see Appendix B: TAPA Waiver Request form). The requesting LSP/Applicant takes full responsibility for the accuracy of information provided in the waiver request.

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





CONNECTING THE WORLD'S LEADING SECURITY EXPERT NETWORK FOR EVERYONE IN THE SUPPLY CHAIN



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