


vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA

HANDLING GLOBAL RISK

New BSI report
highlights the
growing threats
to global supply
chains



Page 3: Members give their support to TAPA EMEA's proposal to 'future-proof' the Association's growth and development

Pages 4-6: BSI shares its latest Global Insight into Cargo Disruption Trends

Page 7: Eye-on-Tech reviews some of the latest thinking in supply chain security technology

Pages 8-13: Cargo crime data for April 2018 shows a 28.2% fall year-on-year but still reveals a monthly loss of over €6.7m

Pages 14-15: Standards FAQs answers members' questions on self-certification

Pages 16-17: See the 61 countries in EMEA where you can find TAPA-certified facilities and trucking providers

Page 19: Q1 2018 cargo crime intelligence infographic for the EMEA region

welcome

THE VALUE OF RESILIENCE IN EVERYTHING WE DO



Guido Sünneemann (left), Criminal Director of the German Police (LKA) and Thorsten Neumann of TAPA EMEA welcome Andreas Scheuer, Germany's Federal Minister of Transport and Digital Infrastructure, at the ITF 2018 Summit in Leipzig last week.

As security experts, we talk a lot about resilience.

We generally use this term to describe what we are aiming to achieve for our supply chains but it can equally be applied to what we do to create awareness of TAPA and our ongoing commitment to increasing understanding of the threat and impact of cargo crime at the highest and most influential levels.

With both of these objectives in mind, I am delighted to be able to share with you our experience at this month's 2018 Summit of the International Transport Forum in Leipzig, Germany, where TAPA was proud to have a strong presence alongside the German Ministry for Transport and the German Police (LKA). The ITF Summit is the world's largest gathering of transport ministers and the premier global transport policy event, attracting around 1,400 decision-makers from more than 80 countries.

Along with our partners, our participation in ITF led to discussions with Ministers or Ministries from a wide range of countries in the EMEA region - including Austria, Switzerland,

Finland, Sweden, Latvia and Estonia- as well as officials from the Asia Pacific region. For TAPA, the biggest benefit of being in Leipzig was the opportunity it presented to speak to Andreas Scheuer, Germany's Federal Minister of Transport and Digital Infrastructure, who listened to our views and has given a commitment to add the topic of Cargo Crime to his next ministerial meeting, and to connect this to the Ministry of Interior conference. We greatly value his support and will obviously provide as much information and assistance as possible for these discussions.

Furthermore, our main topics from the German white paper presented at ITF are now also included in the ITF Minister Paper supported by the some 90 ITF members. I am confident that only good benefits will stem from this for everyone committed to reducing cargo crime globally.

The word resilience is also especially relevant in relation to gathering cargo crime incident

intelligence so we have the best possible understanding of the level and types of risks TAPA EMEA members face. The latest TAPA EMEA Incident Information Service (IIS) report for Q1 2018 shows a 12.5% reduction in cargo thefts in our region in the first three months of this year. April's data, reported in this issue, shows a fall in incidents of 28.2% versus April 2017. So, is our job done? Of course not.

We don't have to look far to find other data that gives a far more worrying picture of the actual scale of cargo crime. TAPA's partnership with 12 other business associations in Germany estimated earlier this year that direct annual cargo losses in Germany alone are some **€1.3 billion** a year. And, in addition to the value of the goods, further damages of **€900 million** are caused by penalties for delivery delays, the cost of replacing stolen products and repairing damage to vehicles targeted by cargo thieves. In this issue of *Vigilant*, in BSI's report on global Cargo Disruption Trends, you will also read its estimate that the cost of pharmaceutical cargo thefts alone in 2017 was around **\$1.07 billion**. Clearly, there is a lot of incident intelligence still not being shared with TAPA's IIS and, therefore, is not available to help companies fight criminal attacks on their supply chains.

TAPA's IIS can only report the incident data we receive. This is still a valuable insight into the challenges we face but I still believe we can all do more to find and share intelligence that will make our supply chains even more secure. I don't mind repeating a statement I have made many times before; in the fight against cargo crime, intelligence is everything.

Getting there will require great resilience and your support. We must continue to ensure we have both.

'Andreas Scheuer, Germany's Federal Minister of Transport and Digital Infrastructure, has given a commitment to add the topic of Cargo Crime to his next ministerial meeting and to connect this to the Ministry of Interior conference.'



Thorsten Neumann
Chairman

EMPLOYEE VETTING AND REDUCING THE THREAT OF 'INTERNAL' CARGO CRIMES ON THE AGENDA IN PALMA

Registration is now open for members who wish to attend TAPA EMEA's second main conference of 2018, which will be held in Palma, Mallorca.

Topics already confirmed for the agenda include employee vetting and ways to reduce the threat of 'Internal' cargo crimes involving companies' own employees, either acting alone or colluding with external accomplices. Any TAPA EMEA members willing to share case studies related to either of these topics are asked to contact info@tapaemea.org

The event on 10 & 11 October at the Palau de Congressos de Palma will also include other updates from companies and law enforcement

looking at the current and emerging threats to supply chains in the EMEA region and globally.

Delegates will also hear updates on TAPA EMEA's plans to 'future proof' the Association as well as the progress of its new Parking Security Requirements (PSR).

Members who wish to attend the conference are asked to register now via the conference website, where you can also book accommodation using the special TAPA rate. Updates on the agenda and speakers will also be published on the conference website as the event draws closer.

Rein de Vries, TAPA EMEA Director & Conference Lead, said: "We are delighted to be returning to Spain following the success of our Madrid conference in 2015 and to be



hosting this year's event in what is now one of Europe's finest and most popular conference locations. Given the high attendance at our conferences, we ask members to confirm their registrations as quickly as possible to assist with our planning."

There will also be a welcome drinks reception on the evening of 9 October for delegates who arrive on the eve of the conference.

If you wish to find out more about the unique sponsorship opportunities available in Palma, or would like to be an exhibitor at our event, please contact us at conferenceteam@tapaemea.org for further information.

TAPA EMEA MEMBERS SANCTION MOVES TO 'FUTURE PROOF' THE ASSOCIATION

From Laurence Brown, Executive Director, TAPA EMEA



Thank you to all of the TAPA EMEA members who voted in response to the Board's proposal to move our Association

from the Netherlands to Germany and to set up a Commercial Services Company, and engage additional personnel when necessary, to 'future proof' TAPA EMEA for the long-term benefit of our growing membership.

To reiterate the communication I issued to all members this month, 93% of those who voted were in favour of the proposal.

As a result of the votes cast, the Board will now commence work on the new registration and the TAPA EMEA constitution to enable the creation of a new Governance Structure as well as the setting up of a Commercial Services Company.

Members will receive further updates as this work progresses and new information is available.

RISK RISES

TAPA EMEA member BSI Supply Chain Services and Solutions shares its latest global insight into cargo disruption trends

Poor government and law enforcement resources, cargo crime, political instability and corruption threaten worldwide business operations

BSI's Global Supply Chain Intelligence Report identifies an overall increase in cargo theft, largely due to inadequate government resources and personnel shortages leaving shipments open to theft and stowaways. According to data recorded, the top commodities stolen globally in 2017 were:

1. Food and beverages
2. Consumer goods
3. Electronics
4. Alcohol and tobacco
5. Apparel and footwear

BSI continues to note the significant risk of cargo theft in the pharmaceutical industry, with sophisticated thieves targeting these valuable products for hijackings in countries

throughout the world. Its data reveals a high median loss value and higher top-end losses given the large accumulation of pharmaceuticals in warehouses and tractor-trailers, and estimates that US\$1.07 billion of pharmaceutical products were lost in 2017 due to cargo theft.

The report finds that while global supply chains face a diverse range of risks, the factors are common: inadequate government resources, political instability, terrorist activity and corruption.



Jim Yarbrough, Global Intelligence Program Manager at BSI said: "This year's annual review paints a worrying picture of supply chain disruption across the globe, which can impact the resilience of an organisation.

Companies doing business across borders find themselves facing an increasingly wide range of challenges to their supply chain, from human rights issues to natural disasters and terrorist attacks.

"The number of cargo thefts is a serious concern for suppliers across the globe, as groups of organised criminals find new ways to disrupt cargo transit routes. While these issues directly affect a company's bottom line they also pose a serious risk to a company's hard-earned reputation."

The report provides an overview of the top supply chain threats and trends by region to help organisations increase their visibility and understanding of potential exposures within the supply chain.

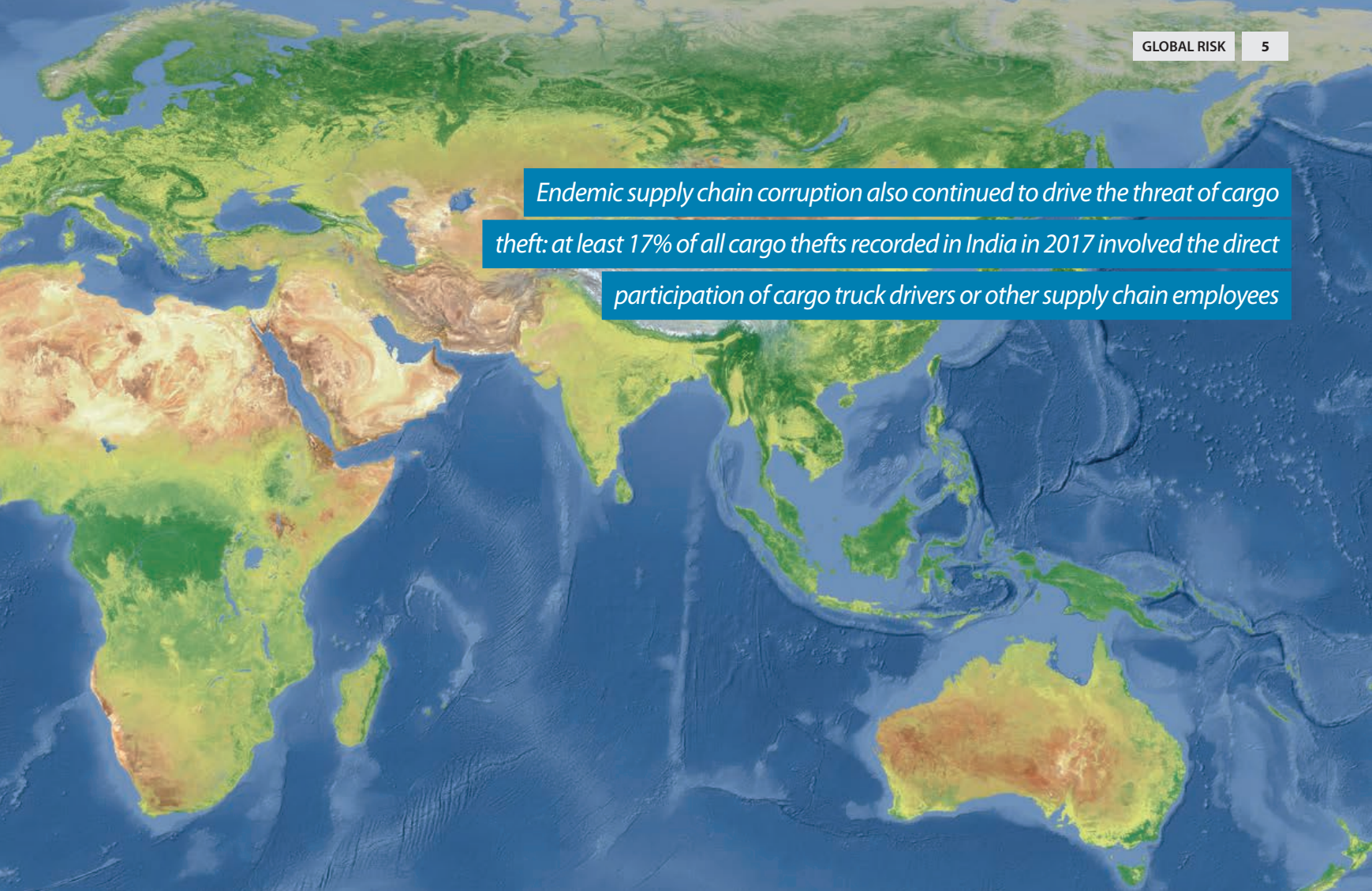
A sample of the highlights by region includes:

Europe, Middle East and Africa

In Europe, the Middle East and Africa, political developments had pronounced impacts on supply chains in 2017.

Cargo transiting Europe continued to face substantial risk of stowaway introduction due





Endemic supply chain corruption also continued to drive the threat of cargo theft: at least 17% of all cargo thefts recorded in India in 2017 involved the direct participation of cargo truck drivers or other supply chain employees

to the ongoing migrant crisis. In 2017, BSI reported on shifts in migrant communities at major port facilities, a growing use of rail freight by migrants travelling through the Brenner Pass, and the emergence of cargo truck parking lots in Belgium as areas of concern for both stowaway introductions and potential violence against cargo truck drivers. Likewise, port facilities in Western Europe continued to face the highest risk of stowaway introduction into ground and sea freight shipments.

The report also highlights that high-profile incidents in Europe demonstrated the continued intention of militant groups to exploit supply chains to facilitate attacks, where delivery vehicles and unsecure cargo trucks were among the primary targets for terrorists seeking to mount attacks.

European ports found themselves victim to a major cyber-attack in 2017, where an attack on a port terminal operator caused prolonged delays to sea freight movements worldwide, and particularly at major ports in Europe. Ports on the continent also faced disruptions due to

long-running conflicts between labour unions and port operators or national governments.

Asia

Governments in Asia continued to face capacity shortages and difficulties in enforcing industry regulations in 2017, exposing businesses to an array of security, business continuity, and corporate social responsibility risks.

In India, insufficient personnel and resources continued to drive high rates of cargo theft, as BSI's analysis indicated new areas of concern for cargo theft across northern India. The state of Uttar Pradesh was the site of the most cargo thefts in India recorded by the company last year, accounting for nearly a quarter of all incidents. Endemic supply chain corruption also continued to drive the threat of cargo theft: at least 17% of all cargo thefts recorded in India in 2017 involved the direct participation of cargo truck drivers or other supply chain employees.



Poor monitoring of the sizable pharmaceutical industries in China and India contributed to an increasing flow of illicit synthetic drugs and chemical precursors in departing cargo shipments. Likewise, inadequate planning and enforcement of environmental regulations undermined the efforts of Chinese authorities to address hazardous levels of smog and air pollution.

Corruption also undermined efforts by governments worldwide to end the use of North Korean forced labour within their borders. Recent reports on the extent of North Korean forced labour in international supply chains found that the North Korean regime profits directly from the wages of at least 50,000 workers who labour in conditions similar to slavery across dozens of countries.

'European ports found themselves victim to a major cyber-attack in 2017, where an attack on a port terminal operator caused prolonged delays to sea freight movements worldwide.'



Americas

Robust and specialised law enforcement operations in both the United States and Canada contributed to lower rates of cargo theft in both countries in 2017. While BSI says it recorded a higher frequency of cargo theft incidents in the United States relative to other regions, 2017 data reflected a decline in cargo thefts from 2016 across states of concern including California, Texas, Florida, Illinois, New Jersey, and Georgia.

Contrastingly, lack of security and violence perpetrated by criminal organised groups, including drug cartels, led to a rise in cargo theft risk in Mexico. Official statistics indicate that the total number of thefts involving cargo trucks in 2017 surpassed both the number of thefts in 2016 and industry estimates for thefts in 2017, with significant increases in the states of Mexico, Puebla, and Tlaxcala. Thieves likely targeted these areas due to their proximity to Mexico City, a known hotspot for cargo thieves intercepting goods en route to and from central parts of the country to ports in Veracruz.

The continued expansion and diversification of organised criminal groups in Brazil poses



'Businesses with complex supply chains are becoming increasingly concerned with the practical issues of a new trading model between the United Kingdom and the European Union.'

significant risks to both international and domestic supply chains, while drug trafficking remained a major concern in Colombia despite a ceasefire with the FARC guerrilla group.

Finally, supply chain disruptions in Puerto Rico following Hurricanes Irma and Maria created both security and business continuity risks. Alongside the disruption caused directly by the hurricanes, the report notes heightened supply chain security concerns. For example, customs officials at the Port of Philadelphia seized 321 kilograms of cocaine hidden in a shipment of furniture from Puerto Rico in early January 2018. It is expected that drug trafficking organisations will continue to exploit the aftermaths of these disasters to smuggle drugs into the United States.

Yarborough continued: "Although the range of risks facing companies may seem overwhelming, making use of the tools

available means that organisations can quickly and simply identify these risks in their supply chain network. Once areas of risk have been identified, companies will then be able to work with their suppliers and specialist auditors, ultimately reducing the chance that a business partner will create financial or reputation damage to a company."

2018 forecast

BSI anticipates government capacity concerns, high-level political developments, and corruption will remain major drivers of global supply chain security, business continuity, and corporate social responsibility risks in 2018.

The process of the UK leaving the European Union is likely to continue to attract interest from the supply chain community. Businesses with complex supply chains are becoming increasingly concerned with the practical issues of a new trading model between the United Kingdom and the European Union, with the greatest risk being the potential for delays and queues at UK/EU borders for customs checks and declarations.

In Brazil, it is expected that the strengthening and expansion of Brazilian organised criminal groups will likely continue in 2018, with the government's efforts to combat this trend ineffective to date.

Similarly, cargo theft in Brazil and Mexico is likely to continue to pose a significant risk, as cargo thieves develop increasingly sophisticated or violent techniques in response to each new security countermeasure.

To download a copy of BSI's 2017 Global Supply Chain Intelligence Report, please [click here](#)



EYE-ON-TECH



Physical security has to adapt to a physical new age of Internet security in 2018

The most important trend that developed in 2017 was the increasing focus on cybersecurity. As more and more devices move to the Internet of Things (IoT) model to provide added convenience and intelligence, the ability of hackers to use those devices to infiltrate systems – and the need for oversight to protect organisations – has also increased.

[Read more...](#)

Social media that can be worth a mint

Social media has been under constant scrutiny in recent times. From its role in 'Fake News' to allegations of manipulation by external threat actors, much has been said and written about it to varying degrees of accuracy. What is still little understood and often used in an ad hoc manner in the commercial world is the discipline for using social media for Intelligence purposes: SOCMINT. [Read more...](#)

Security Solutions White Paper: Using multi-layer technology to meet CFATS Perimeter Security Requirements

Any manufacturing or critical infrastructure facility can be exposed to the risk of a terrorist attack. Critical infrastructure includes energy generation plants, water treatment centres, communications networks, and food and agricultural manufacturing facilities – basically any facility vital to the functioning of economies and societies. Certain facilities face a higher risk of terrorist attack due to their potential for catastrophic disaster. In particular, facilities that use some form of

potentially volatile chemical substance as part of their normal operation are often classified as a higher risk target. [See here for the White Paper...](#)

IFSEC International 2018

Taking place at ExCel, London between 19-21 June, IFSEC International is Europe's leading security event and the only global stage committed to co-creating the future of integrated security.

In 2018, whatever your role in the industry, you have a part to play in global security. IFSEC International is your platform to share ideas, discover best practice and to get hands-on with the latest physical and integrated security products. [To read more and register...](#)

Why supply chain security should be a strong link

The recent NCSC (National Cyber Security Centre) report underlines an all-too-common refrain for UK PLC – the cyber-threat to businesses is growing. The security sector may have grown a thick skin to such warnings, however to hear it from a Government body with access to a unique picture of the threat landscape, means companies should take heed. Specific warnings about the growing threat from ransomware and DDoS (Distributed Denial of Service) are an ongoing anxiety-inducing thought for security teams. WannaCry quickly shifted ransomware from the realm of small scale laptop clean-up to board level concern and DDoS is an omnipresent danger. [Read the full story...](#)

One-in-three HCOs hit by cyber-attack

More than one in three healthcare providers have suffered a cyber-attack over the past year, with 10% paying a ransom or other extortion-related fee, according to Imperva.

The vendor polled over 100 healthcare IT professionals at the recent 2018 Healthcare Information and Management Systems Society (HIMSS) Conference in the US.

Unsurprisingly given the sizeable number that had suffered an attack, 77% of respondents said they were very concerned about a cybersecurity event hitting the organisation while 15% admitted they needed to do more to improve their cyber-defenses. [Read more...](#)

Six questions to ask when selecting surveillance systems for harsh and rugged environments

Choosing a security system can seem complicated, particularly when factoring in the different environmental conditions to which a camera can be subjected. It's important to take environmental factors into consideration to make sure a camera lasts as long as it should. This article suggests six questions businesses should ask themselves before investing in a new surveillance system. [Read more...](#)



Frédéric Haegeman

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

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

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

April 2018

Belgium	1 (0.7%)
Bulgaria	1 (0.7%)
France	2 (1.4%)
Germany	3 (2.1%)
Italy	3 (2.1%)
Kenya	2 (1.4%)
Romania	2 (1.4%)
Russia	5 (3.5%)
Saudi Arabia	1 (0.7%)
South Africa	1 (0.7%)
Spain	2 (1.4%)
Sweden	5 (3.5%)
United Kingdom	114 (80.4%)

Number of incidents in month



€363,081

Average loss for the 10 major cargo crimes reported to TAPA's Incident Information Service (IIS) in April 2018



€6,733,937

Total loss for the 122 or 85.9% of crimes stating a value

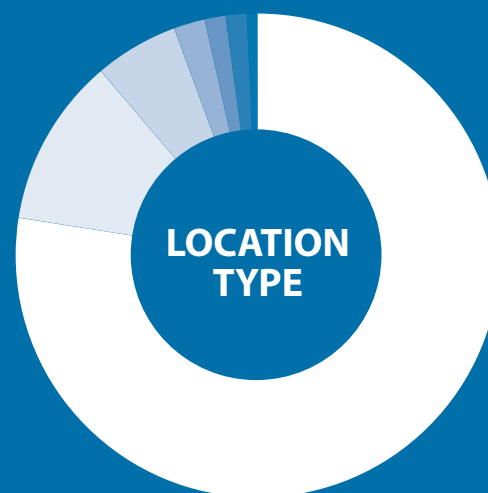
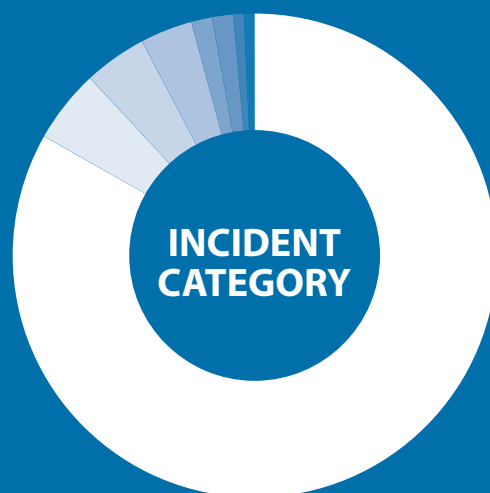
-28.2%

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



142

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



€1,141,151

Biggest single loss - Theft from Vehicle of designer watches on 3 April at an unsecured parking location in Birmingham, UK

Number of countries reporting incidents

13

21

Crimes recorded a loss value of between €50,000 & €100,000, with a combined loss total of €1,382,970



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



€55,196

AVERAGE LOSS VALUE LAST MONTH


81.7%

Or 116 of the recorded incidents took place in Unsecured Parking locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	110 (77.5%)
Unknown	16 (11.3%)
Violent & Threat with Violence	8 (5.6%)
Deception Other	3 (2.1%)
Deceptive Pick Up	2 (1.4%)
Theft from Moving Vehicle	2 (1.4%)
Internal	1 (0.7%)



CHANGING TIMES?

ARE THE BRAKES ON CARGO CRIME IN EMEA?

INCIDENT INFORMATION SERVICE (IIS)
CARGO CRIME DATA – Q1 2018
EUROPE, MIDDLE EAST & AFRICA (EMEA) REGION

Welcome to the Transported Asset Protection Association's Q1 2018 Incident Information Service (IIS) report for the Europe, Middle East & Africa region.


Cargo crime has been growing consistently in the EMEA region for the last four years but the growth in 2017 versus 2016 showed a narrowing of the year-on-year totals. Our latest data for recorded supply chain thefts in Q1 2018 is showing a decline in value of 12.5% compared to the opening months of last year.

Members will view this data with a high level of caution, and so they should. It is far from certain that the decline is a sign that criminals are not as active as they have been in recent years. Sadly, there are still too many stories across the EMEA region where criminals are able to exploit weaknesses in the supply chain to struggle to gain accurate information on what we believe to be the true picture of losses in those countries. Until we have a clearer picture of incidents across the region, no one can actually predict the challenge we face.

The downturn in cargo crime is particularly when we see this happening in countries where we do receive regular crime reports. We will eagerly await the results of data analysis for Q2 2018 to see if this trend shows any sign of sustainability.

One trend that is beyond any doubt is the growth in the activities of our Association and the benefits we continue to bring to our members in EMEA. We are seeing our membership grow, more people participating in our training courses, more companies adopting our Security Standards for facilities and trucking, and our best-ever level of engagement with governmental and law enforcement partners.

As the leading Security Expert Network for everyone in the supply chain, we are helping our members to manage risk and to protect the resilience of their supply chains. We invite you to join us.



THORSTEN NEUMANN
Chairman, TAPA EMEA

IS IT TIME TO BELIEVE CARGO CRIME IN EMEA IS ACTUALLY FALLING?

The 12.5% fall in cargo crimes recorded by TAPA's Incident Information Service (IIS) in the Europe, Middle East & Africa (EMEA) region in Q1 2018 was given a cautious welcome by the Association, which remains uncertain as to whether the decline genuinely does indicate a lower level of incident rates or if it is simply a consequence of the lack of crime reporting in so many countries in the region.

If it was the start of a downward trend, TAPA EMEA stated in the Q1/18 report, only data reported in the months ahead would clearly demonstrate whether businesses were starting to see a sustainable improvement in supply chain security.

April's IIS intelligence suggests that, perhaps, they are.

TAPA EMEA received reports of 142 cargo theft incidents in the fourth month of 2018, down 28.2% compared to the 198 crimes recorded in the same month of 2017. That figure a year ago – perhaps adding further weight to the argument that cargo crime is slowing down in recent months – was 43.4% higher than the total for April 2016. However, it is important to bear in mind that TAPA EMEA has yet to receive incident data for last month for the Netherlands.

The total value of crimes providing financial data, however, did rise year-on-year from just over **€4.6 million** in April 2017 to **€6,733,937** last month. This is based on the 122 or 85.9% of recorded thefts in April 2018 stating a value, producing an average loss for these crimes of **€55,196**.

Major cargo crimes with a value of **€100,000** or more last month produced combined and average loss figures of **€3,630,816** and **€363,081** respectively. TAPA EMEA is unable to share any intelligence on two of these crimes but the other eight major thefts were:

€1,141,151

A shipment of designer watches stolen on 3 April after thieves cut a hole in the tarpaulin curtain of a parked and



attended HGV semi-trailer in an unsecured parking location in Lozells, Birmingham, in the United Kingdom.

€410,021

Another case of thieves cutting the curtain side of a truck in the UK, this loss of fashion clothing on 17 April also involved a truck parked in an unsecured parking place, this time at Woodall Motorway Service Area (MSA) between junctions 30 and 31 of the M1 in South Yorkshire.

€290,400

Car Parts were one of the most stolen products in cargo crimes recorded by TAPA's IIS in Q1 2018 and more cases were reported in April. This particular loss on 24 April saw the theft of a shipment of keys from a trailer while en route in Germany. The M.O. was stated as Deceptive Pick-up.



Recorded cargo crime in EMEA fell for the fourth consecutive month in April 2018 but is this a sign that criminals are turning their attention away from supply chains or simply a consequence of low levels of reporting in many countries?

€261,377

Thieves escaped with 864 tyres following another Deceptive Pick-up in Germany on 12 April. The incident is said to have occurred overnight while the truck was en route.



€138,001

On 27 April, a similar incident on an industrial estate in Shepshed, Leicestershire, UK, saw thieves escape with zinc products.



€139,662

A cargo of Cosmetics & Hygiene products – reported as aftershave lotions – was taken from a truck parked in an unsecured location on an industrial estate in Doncaster, South Yorkshire, UK, on 24 April. The attended vehicle’s curtain side was sliced open to allow the offenders to access the goods.



€102,152

Computer games and equipment were taken from a truck parked in a layby on the A12 in Chelmsford, Essex, in the UK on 17 April.

€100,052

Another shipment of tyres was stolen on 19 April when offenders cut through the rear door locks and security seals of an HGV semi-trailer in an unsecured parking place in Alfreton in the UK county of Derbyshire.

PRODUCT CATEGORY	No	%
Unspecified	42	29.7%
Food & Drink	17	12.0%
Car Parts	14	9.9%
Miscellaneous	10	7.0%
Computers/Laptops	9	6.4%
Clothing & Footwear	8	5.6%
Furniture/Household Appliances	7	4.9%
Cosmetics & Hygiene	6	4.2%
No Load (Theft of truck and/or trailer)	6	4.2%
Tobacco	6	4.2%
Metal	4	2.8%
Tyres	4	2.8%
Phones	3	2.1%
Bicycles	1	0.7%
Jewellery/Precious Metals	1	0.7%
Pharmaceuticals	1	0.7%
Sports Equipment	1	0.7%
Tools/Building Materials	1	0.7%
Toys/Games	1	0.7%

If cargo thefts are genuinely falling, it's good news for supply chain security. If, however, crimes are going unreported, the risks facing companies will only increase due to a lack of credible intelligence on which to base risk management strategies.



OTHER HIGH VALUE LOSSES OF BETWEEN €50,000 & €100,000



Just below the thefts classified as major incidents in April were a further 21 crimes recording loss values of between €50,000 & €100,000. These accounted for €1,382,970 of the cases reporting a value last month, and produced an average loss of €65,855.

10 of the highest value crimes in this loss category involved:

- **€98,567** – Tyres stolen after thieves cut the locks and seals of a truck parked on an industrial estate in Rugby, Warwickshire, UK, on 17 April
- **€89,888** – Wine taken from a truck parked in a layby in Hemel Hempstead, Hertfordshire, UK, on 18 April
- **€89,884** – Another Theft from Vehicle crime involving curtain-cutting on 22 April saw the thieves escape with a shipment of sports shoes after targeting a truck at Trowell MSA between junctions 25 and 26 of the M1 in Nottinghamshire, UK
- **€89,536** – On 16 April, metal products were stolen from a truck parked on an industrial estate in Rugby, Warwickshire
- **€78,778** – When the driver of a truck tried to stop thieves from stealing his cargo of sports clothing, he was threatened with a knife and assaulted. This incident on 12 April was in Milton Keynes, Buckinghamshire, UK
- **€77,203** – Thieves cut the tarpaulin of a truck parked at a service station in Gravesend, Kent, UK, on 24 April and took Car Parts
- **€65,947** – Pharmaceuticals were stolen from a truck parked in a layby on the A1 in North Muskham, Nottinghamshire, UK, on 16 April
- **€62,834** – IT products were the target in this incident on 21 April after thieves cut the curtain side of a truck parked on an industrial estate in Derbyshire, UK
- **€61,359** – A layby on the A14 in Kettering, Northamptonshire, was the scene of this crime on 24 April. The offenders cut a hole in the curtain side of the truck and stole car windscreens and parts
- **€55,751** – Computers/Laptops were taken in this Theft from Vehicle incident in Burton upon Trent in Staffordshire, UK, on 24 April. As in a number of other cases reported to TAPA's IIS in April, the vehicle was parked in an unsecured location on an industrial estate

HOW TO STAND OUT IN PALMA

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



PALMA 2018

TAPA EMEA CONFERENCE

10&11 OCTOBER

TAPA
Transported Asset Protection Association



Once again, due to proactive intelligence sharing by law enforcement agency partners – the United Kingdom recorded the highest number of incidents in the IIS database in April, 114 or 80.4% of the monthly total.

None of the other 12 countries in EMEA to suffer cargo thefts during the month reached double figures. The other countries in the top five were:

- Russia - 5 or 3.5% of the April total
- Sweden - 5 or 3.5%
- Germany – 3 or 2.1%
- Italy – 3 or 2.1%

In the UK, 95.6% of the 114 incidents last month involved trucks parked in unsecured locations. Over 40 of these crimes took place at motorway service areas across the country.

Losses were recorded in 17 TAPA IIS product categories in April. Those averaging more than one loss per week during the month were:

- Food & Drink – 17 (12.0%)
- Car Parts – 14 (9.9%)
- Miscellaneous – 10 (7.0%)
- Computers/Laptops – 9 (6.4%)
- Clothing & Footwear – 8 (5.6%)
- Furniture/Household Appliances – 7 (4.9%)
- Cosmetics & Hygiene – 6 (4.2%)
- No Load (Theft of truck and/or trailer) – 6 (4.2%)
- Tobacco – 6 (4.2%)

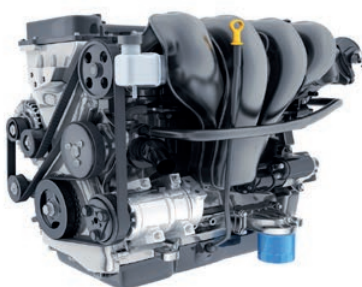


The types of incident, crime locations and modus operandi used by cargo thieves continued to follow a now familiar trend:

- Theft from Vehicle was the most reported type of incident, representing 118 or 83.2% of the month's crimes. It was followed by two other categories involving trucks; Theft from Trailer with seven incidents and Theft of Vehicle with six
- Unsecured Parking was the location given in 116 or 81.7% of April's incidents
- With crimes involving thieves cutting open truck tarpaulins alone accounting for 88 of last month's reports, the most recorded modus operandi was, not surprisingly, Intrusion, which accounted for 110 or 77.5%. There were also eight reports which stated the M.O. as Violent and Threat with Violence

Incidents of further note during the month saw:

- A handgun held to a truck driver's head in Witham, Essex, in the UK, by thieves who escaped with unspecified goods valued at **€21,618**. The vehicle was parked in a layby at the time of the assault
- Another case involving Fraud and Deception in Russia resulted in the disappearance of a shipment of tea while en route in Nakhabino, Moscow District, as well as the driver and freight forwarding company responsible for collecting it
- 28 lawnmowers were stolen from a trailer in an unknown location in Sweden
- On 18 April, **€39,818** of beer was stolen when offenders posing as company employees persuaded a delivery driver to load the shipment onto another vehicle
- The only incident recorded at a Railway Operation Facility took place at Daventry International Freight Terminal in Northamptonshire on 24 April and resulted in the theft of car engines valued at **€54,620**



- Another crime was recorded involving thieves cutting a hole in the roof of a truck to reach the products inside
- In Kenya's Kiambu County province on 29 April, offenders cut an electric fence mounted on top of a perimeter wall of a Services 3rd Party Facility. They then tied up the night security guards before escaping with cosmetics products



- A Last Mile delivery driver in Bootle, Merseyside, in the UK was threatened by two masked men carrying hammers before they stole a shipment of cigarettes

- At the UK's Rivington MSA on the M61 in Lancashire on 13 April, witnesses tried to block a vehicle carrying three males who had broken into a trailer and stolen from its cargo of cigarettes. The thieves, however, were still able to escape



- Another violent crime was reported at a parking location on the A7 in Belgium, near Nivelles, Walloon Brabant, on 10 April. After failing to cut through several padlocks, the offenders waited for the driver to return from a comfort break before using violence to force him to open the doors of his truck

- 38 bicycles were stolen from a trailer in Lomma, Skåne County, Sweden, on 16 April



TAPA EMEA members can find more April 2018 cargo crime intelligence in the Association's password-protected Incident Information Service (IIS) online database.



HOW TO
REPORT
CARGO
CRIMES TO
TAPA'S IIS
DATABASE



STANDARDS FAQs #9



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.

Last month (FAQ #8) we tackled some of the questions we have received on the TAPA Security Standards auditing process. Maybe it's just a coincidence but we have dealt with even more requests on the auditing process this month.

The new requests are all focused on the self-certification process. As a reminder, self-certification is only available for Facility Security Requirements (FSR) Level C, Trucking Security Requirements (TSR) Level 3 and Parking Security Requirements (PSR) Level 3. One of the questions we received was answered in last month's article (who can qualify as an Authorised Auditor?) so as a reminder I have repeated the response here:



A LSP/Applicant representative who has taken TAPA training and passed an exam can be recognised as an AUTHORISED AUDITOR. They must have taken the training for each relevant TAPA Standard where they are recognised as an AUTHORISED AUDITOR. They can only perform certifications audits for the lowest level of the Standards (FSR C or TSR 3) and for their own employer's business. They cannot certify their sub-contractors or other businesses.

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

I don't have an internal Authorised Auditor. Can I use one of the TAPA-approved Independent Audit Bodies (IAB) to complete my FSR Level C self-certification audit?

Answer: If you want to use an IAB Authorised Auditor for FSR Level C, this is perfectly fine, but it will be an IAB certification audit and not a self-certification audit.

Question 2

We're a forwarder that only uses sub-contracted trucking. My client requires us to provide TSR Level 3 trucks for their shipments. Two of my sub-contractors are willing to be TAPA TSR Level 3 self-certified but do not have a TAPA-trained Authorised Auditor to complete their audits. Can we use one of our Authorised Auditors to conduct the necessary TAPA audits at our sub-contractors?

Answer: The role of the Authorised Auditor for the self-assessment programme was created to save costs for the LSP/Applicant. An LSP/Applicant Authorised Auditor can only perform certifications audits for their own employer's business. They cannot certify their sub-contractors or other businesses. The reasons for this include but are not limited to:

- This may create a conflict of interest between the LSP and its sub-contractor
- TAPA will not accept a transfer of responsibilities for TAPA audits from an LSP to its client
- The LSP may be in competition with other clients using the same sub-contractor, who may challenge or not accept audits from a competitor organisation.

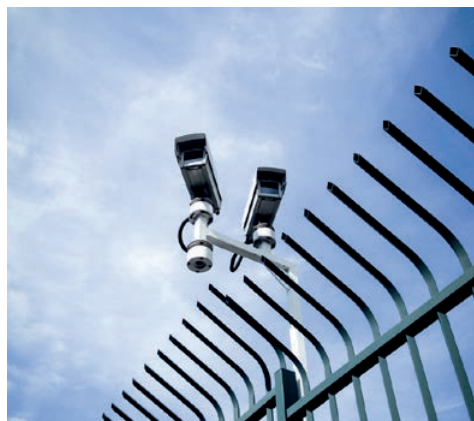
The option to use an official Independent Audit Body can also be used to obtain TSR 3 certification.

STANDARDS SUPPORT



Question 3

My business is too small to have our own TAPA-trained Authorised Auditor. For self-certification, the TAPA Standards state that "An Authorised Auditor can be an internal employee/associate, trained and authorised by TAPA as an FSR/TSR/PSR Authorised Auditor". Can you explain what you mean by "associate" and how I could use this option?



Answer: TAPA self-certification was set up for LSPs to cost effectively audit themselves by utilising a trained in-house Authorised Auditor. Where the LSP did not have a resource available to perform this role (typical in smaller operations), they could contract in a person or associate provided they have had the appropriate TAPA training and passed the TAPA exam. TAPA allows approved named associates (not auditing organisations) to perform the TSR 3/FSR C self-certification audits as Authorised Auditors provided an agreement to perform the Authorised Auditor role between the two parties is in place. The associate Authorised Auditor is restricted as an Authorised Auditor only for the LSP named in the agreement. In this way the same restriction on an associate and the LSP's own Authorised Auditor is in place. TAPA would not support an associate who marketed themselves to multiple LSPs as an Authorised Auditor for TAPA self-certification. We would see this as an unapproved Independent Audit Body and would take appropriate steps to prevent this from happening.



Question 4

I have been approached by a security company offering to complete my TAPA self-certification audits. Does TAPA authorise third-party auditing/inspection companies to complete self-certification for the TAPA Standards?

Answer: TAPA does not authorise any third-party auditing/inspection companies to complete self-certification for the TAPA Standards. If you are approached by such a company, please send the details to TAPA.

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



TAPA CERTIFICATIONS IN EMEA

Where to find a TAPA certified supplier

Members looking for transportation and logistics service providers with TAPA FSR or TSR compliant facilities or trucking operations now have a choice of partners in 61 countries across the region.

To identify FSR or TSR certified operators, members should go to the TAPA EMEA website at www.tapaemea.org where they will find an up-to-date listing of all facilities and companies.

FSR

Certifications


TSR

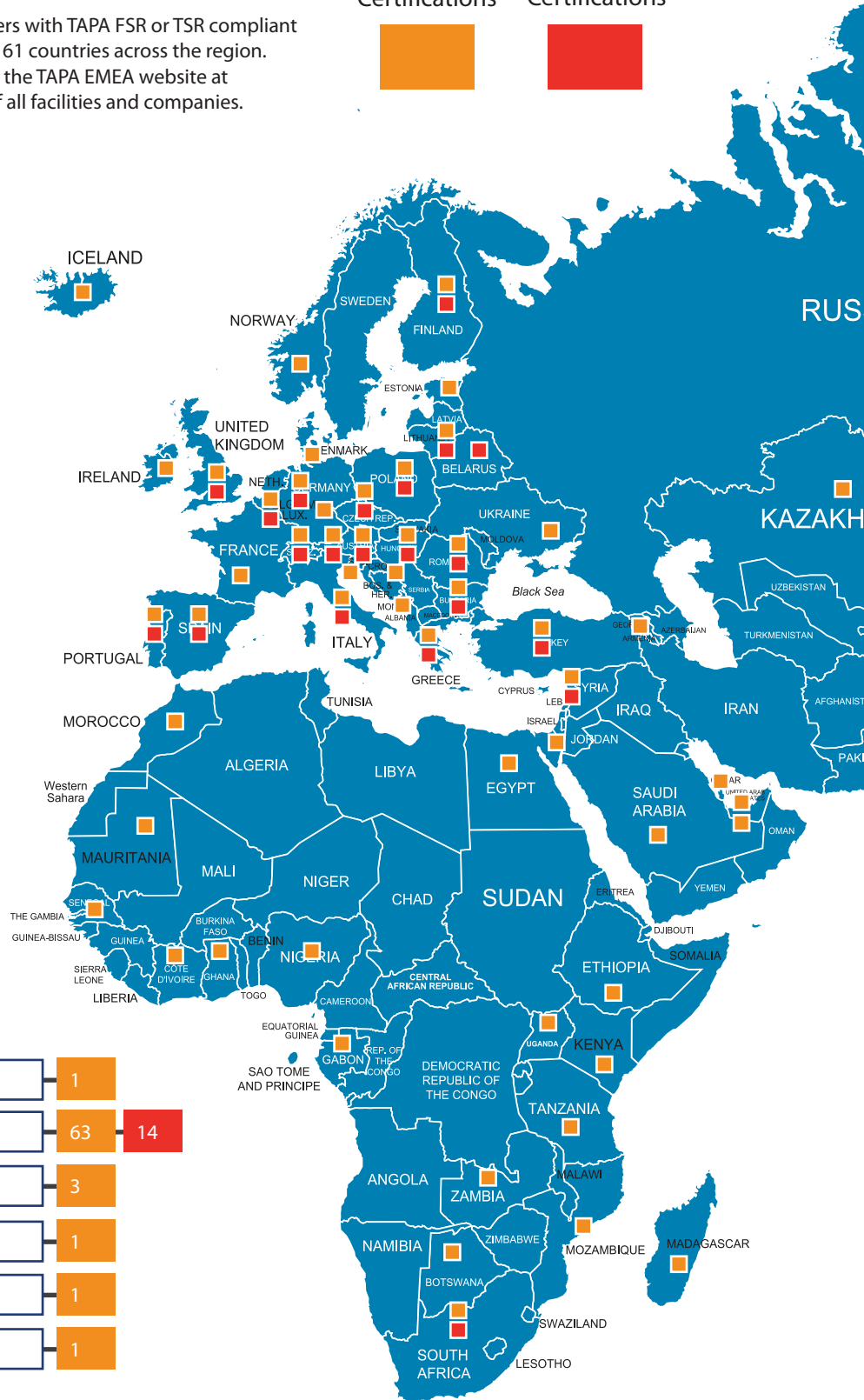
Certifications



Latest certifications to end of Q1 2018:

AUSTRIA	10	2
BAHRAIN	2	
BELGIUM	16	8
BELARUS	2	
BOTSWANA	1	
BULGARIA	6	1
CROATIA	2	
CZECH REPUBLIC	22	2
DENMARK	3	
EGYPT	2	
ESTONIA	4	
ETHIOPIA	1	
FINLAND	8	1
FRANCE	21	3
GABON	1	
GEORGIA	1	
GERMANY	37	11
GHANA	1	
GREECE	3	2
HUNGARY	15	2
ICELAND	1	
IRELAND	12	1

IVORY COAST	1	
ITALY	63	14
JORDAN	3	
KAZAKHSTAN	1	
KENYA	1	
KUWAIT	1	



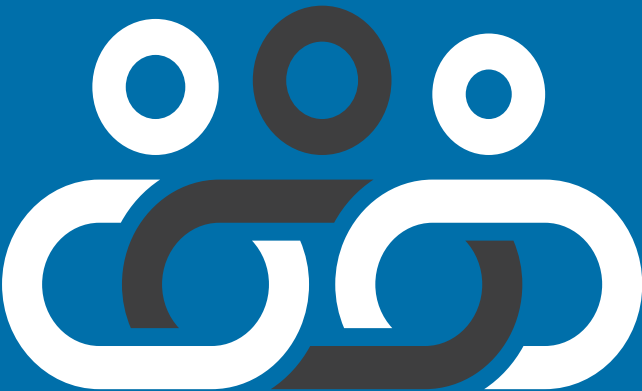
STEP UP &
STAND OUT

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	AmWorld UK Ltd	GB	Colnbrook	A
FSR	CEVA Freight Belgium N.V.	BE	Machelen	A
FSR	DHL Aviation (UK) Ltd	GB	Hounslow	A
FSR	DHL Aviation NV/SA	BE	Steenokkerzeel	A
FSR	DHL Express	AE	Abu Dhabi	B
FSR	DHL Express	OM	Muscat	A
FSR	DHL Express - Bahrain Hub & Gateway	BH	Manama	A
FSR	DHL Express (Norway) AS	NO	Kristiansand	A
FSR	DHL Express France	FR	Villeneuve la Garenne	A
FSR	DHL International (UK) Ltd	GB	Aberdeen	A
FSR	DHL Namibia (Pty) Ltd	NA	Windhoek	A
FSR	DHL Parcel Barcelona Spain S.L.U.	ES	Santa Perpetua de Mogoda	A
FSR	DHL Parcel Bizkaia Spain S.L.U.	ES	Derio (Bizkaia)	A
FSR	DSV Solutions Spain S.A.U.	ES	Subirats	B
FSR	FM Slovenská s.r.o.	SK	Sered'	A
FSR	SONY DADC Iberia S.L.	ES	Pinto (Madrid)	A
FSR	Tech Data Limited	GB	Lutterworth	A
TSR	Company Name	GB	Slough	
TSR	Logesta Gestión del Transporte	ES	Level 1 / Category Large	
TSR	Wallenborn Transports SA	LU	Level 1,2 & 3 / Category Large	



WELCOME TO THE TAPA FAMILY

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

Company	Country	Website
De La Rue	GB	www.delarue.com
TF Freight AB	SE	www.tffreight.com
Famar	GR	www.famar.eu
S'Jegers Logistics BVBA	BE	www.sjegers.eu

Q1 2018RECORDED CARGO
CRIMES IN EMEA**620**Number of cargo crimes reported
to TAPA's IIS in EMEA – down 12.5%
over the 709 thefts in Q1 2017.**23**Number of countries in
the EMEA region
reporting cargo theft inci-
dents in Q1/18
vs. 18 a year ago**€61,369**Average loss
for cargo thefts
with a value**49**Number of major losses with
a value over €100,000**16.4%**Food & Drink was the IIS product
category with most thefts, 101 in
total or 16.4% of all crimes**€26,511,436**Total loss for all crimes
reporting a value in 2018**382**The United Kingdom recorded
the highest number of cargo crimes
– 61.7% of the Q1/18 total and -8.4%
lower than the same period of 2017**69.4%**

Of crimes provided a loss value

17Number of TAPA
IIS product
categories
recording losses**€2,017,440**Biggest single loss: Car parts stolen from a truck
while en route to Romania on 9 January**22.5%**Year-on-year increase in
crimes with losses over €100K**70.5%**Of reported incidents involved Theft
from Vehicle, 437 crimes in total**€15,220,916**Total value of recorded crimes with
a loss of more than €100,000**70**The number of incidents
with a loss value between
€50,000 and €100,000**€310,630**

Average loss for the 49 major cargo crimes in EMEA

-15%Fall in the number of recorded
freight thefts taking place in
unsecured truck parking locations**€4.6m**Total value of
losses between
€50,000-
€100,000**435**Of the freight theft incidents
in EMEA took place in
Unsecured Parking
locations in Q1/18**92.2%**Or 572 of crimes
recorded in Q1/18 took
place in 7 countries in
EMEA

TAPA AND INDUSTRY *events...*

JUNE

04-06	European SCL Summit Amsterdam (NL) http://www.sclsummit.com/
05-07	Infosecurity Europe Join Europe's premier information security event running 05-07 June 2018 at Olympia, London. REGISTER NOW http://www.infosecurityeurope.com/
05-07	ISS World Europe - Prague (CZ) https://www.issworldtraining.com/ISS_EUROPE/

JUNE

05-07	S.I.L. - Barcelona (ES) http://www.silbcn.com/en/index.html
11-13	World Mail & Express - London (GB) https://www.wmxeurope.com/
12-14	TOC Container Supply Chain Europe Amsterdam (NL) https://www.tocevents-europe.com/en/Home.html
12-14	Automotive Logistics Europe Bonn (DE) https://automotivelogistics.media/events/europe/2018-2/home

JUNE

19-21	IFSEC International - London (GB) https://www.ifsec.events/international/
19	E-Crime & Cybersecurity Germany Munich (DE) http://akjassociates.com/event/germany
27-29	UIC Global Rail Freight - Genoa (IT) http://www.grfc2018.com/

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

TAPA EMEA REGIONAL CONFERENCE

SOUTH AFRICA - 27 JULY 2018

The ever-changing dynamics of risk management

Learn about the threats to supply chains in South Africa, how TAPA's Security Standards will help you to manage risk, the importance of sharing incident intelligence, and the latest benefits the Association is planning to deliver globally. Hear from local industry experts and law enforcement professionals, and network with other supply chain security experts.

Location: Emperor's Palace Hotel, Gauteng

To find out about sponsorship opportunities at this event, please contact Andre Du Venage on +27 (0)11 391 6268 or via andre@securelogistics.co.za

**REGISTRATION
NOW OPEN >>**

Cost: Free of charge for TAPA EMEA members or R1620 for non-members

TAPA
Transported Asset Protection Association