Season’s greetings to the Global TAPA Family! Wishing you a safe and secure 2019!
THE POWER OF ONE FAMILY

To our members, colleagues, industry, governmental and law enforcement partners…

As 2018 draws to a close and we look ahead to a New Year, it is my duty on behalf of the Chairs of each TAPA region to thank everyone who has contributed to our global mission of minimizing losses from supply chains over this past 12 months.

The list is too long to name everyone personally but includes our members who have participated in Working Groups or led our training sessions, shared incident intelligence with our IIS database or increased their participation in our Supply Chain Security Standards programme. It also includes our law enforcement partners across the globe which help to increase our knowledge and insight of criminals targeting our businesses so that we can manage these risks accordingly.

And, of course, we must say a big ‘thank you’ to our regional Boards of Directors in the Americas, Asia Pacific and the Europe, Middle East & Africa regions, who are all volunteers who lend their time and expertise to TAPA to continually move forward with our agenda, create new benefits for our members, and grow our profile as the world’s leading Security Expert Network for everyone in the supply chain.

Finally, a special mention for the sponsors and exhibitors who continue to bring content and value to our international events and enable us to continue to improve the conferences enjoyed by TAPA members across the globe.

It is due to you all that the global TAPA Family will go into 2019 bigger and stronger than at any time in our 21-year history - ready, willing and able to do everything we can to support and improve the resilience of our members’ supply chains.

We are focused on delivering our regional agendas to support our members in each geography but, at the same time, we will look for more ways to leverage TAPA’s global presence, resources and capabilities because we are all part of one unique industry association family. In 2018, our three regions have engaged closely to develop and start implementing opportunities that support these goals and we are beginning to see more results from this approach, such as having the Parking Security Requirements (PSR) offered in all regions and global editions of *Vigilant*.

As we prepare for an even bigger and better year in 2019, it is important to remember that every single TAPA member has an important role to play in the progression of our Association and the fulfilment of our objectives. Please encourage your suppliers and partners to look closely at what TAPA can do to support their businesses. Help us extend the reach of our Security Standards by actively promoting the benefits of TAPA certification. And, when you see any open source information relating to a cargo crime, please take a moment to share this with our Incident Information Service (IIS) team. All of these actions will benefit all of our members and help to reduce losses.

All that remains right now is for me to wish you and your families and colleagues a very happy, healthy and peaceful holiday season and New Year.

‘We are focused on delivering our regional agendas to support our members in each geography but, at the same time, we will look for more ways to leverage TAPA’s global presence, resources and capabilities.’

Anthony Leimas
Chair, TAPA AMERICAS
ST. PETERSBURG CONFERENCE DISCUSSES THE CHALLENGES FACING SUPPLY CHAINS IN RUSSIA AND HOW TAPA CAN HELP COMPANIES TO MANAGE RISKS

Over 70 delegates from Manufacturers and Logistics Service Providers attended TAPA EMEA’s Regional Conference in Russia at the start of December, which was organised in cooperation with the St. Petersburg International Business Association.

TAPA’s first such event in Russia adopted the theme of ‘Extend the borders of your security expertise. What Europe and Russia can learn from each other’ to offer companies advice on ways to reduce their supply chain losses and to highlight the need for greater intelligence sharing to help manage the types of risks businesses are facing.

In his keynote presentation to the conference, Laurence Brown, Executive Director of TAPA EMEA, shared an update on European transport security practices and discussed the types of incidents the Association has recorded in Russia as well as cargo crime trends within Europe to demonstrate the nature of the threat. He also discussed TAPA’s Security Standards and tools, its Incident Information Service (IIS) and new Parking Security Requirements (PSR).

Delegates also heard from Natalia Volkova, Head of Marine & Cargo Insurance Center at Allianz Global Corporate & Specialty, who gave a review of cargo security in Russia from an insurer’s perspective, looking at risks and threats as well as risk mitigation measures. This was followed by a panel discussion on the practical aspects of cargo security involving experts from Philip Morris, SK Allianz and Ahlers Rus as well as TAPA.

Although TAPA’s IIS has recorded only 72 cargo crimes in Russia in 2018 to date, these include a number of major incidents, notably:

€430,000
The theft of 60,000 pairs of children’s shoes and a vehicle from a Services 3rd Party Facility in the Mariyno district of Moscow;

€124,000
In the south east district of Moscow, Russia, an offender escaped with a truck loaded with clothing and footwear after the driver went into a motorway service area;

€120,000
A loss of furniture from an Origin Facility in Obukhovo in the Moscow region of Russia on 29 October.

A high number of the incidents which are reported in Russia regularly involve Fraud and Deception, with frequent reports of goods going missing after being collected by fake carriers using false documentation, often as a result of insufficient background checks.

“We are well aware that the level of cargo crime in Russia is believed to be significantly higher than the number of incidents currently being recorded, which is why this conference was so timely. In 2019, we hope to see more incidents reported from Russia as well as more companies joining TAPA and adopting our Security Standards. During the conference, the opportunity to reduce insurance premiums by adopting TAPA Standards was discussed as well as the risk of cyberattacks and managing vulnerabilities further down the supply chain outside of Russia. We hope to further our relationship with the St. Petersburg International Business Association to increase TAPA’s presence in Russia. We also wish to thank Executive Director, Karina Khabacheva, and her team for putting together such an interesting and worthwhile event, and for attracting such a high calibre audience,” Laurence Brown said.

DON’T FORGET TO REGISTER NOW!

BERLIN 2019
TAPA EMEA CONFERENCE
27&28 MARCH

Transported Asset Protection Association
TAPA’s Incident Information Service (IIS) recorded 10 cargo thefts in Hong Kong in the past five months, producing a total loss of US$402,762 or an average per crime of $40,276.

This included one major loss of $111,512 of electronic components from an Origin Facility on 10 September, according to intelligence made available to Vigilant. The crime was recorded as a robbery with an Internal modus operandi.

The other incidents, in descending date order, were:

- $53,599 – a Theft from Moving Vehicle crime and the loss of a shipment of phones from a vehicle while en route in Hong Kong’s Argyle Street on 22 September
- On 17 September, thieves stole computers/laptops worth $21,097 from a facility in the centre of Hong Kong
- Another robbery with an Internal M.O. was reported to TAPA’s IIS on 25 August and involved the theft of metal valued at $24,932 from an Origin Facility
- On 4 August, the second of four Theft from Moving Vehicle incidents in this reporting period resulted in the loss of another shipment of phones while they were en route. The value was recorded as $18,964
- Electronic components worth $20,528 were taken from a moving vehicle on 1 August
- The first of three crimes recorded in July involved the theft of tools/building materials from an Origin Facility on 16 July, reportedly worth $21,352
- On the same day, $14,997 of cosmetics and hygiene products were stolen from a moving truck
- Phones were also the target on 12 July as thieves targeted another Origin Facility, escaping with products valued at $63,418
- The same product category suffered another Theft from Moving Vehicle loss on 7 June, this time involving a shipment worth $52,358

For further cargo crime intelligence updates, TAPA members should search the online IIS database.

NEW MEMBERS

<table>
<thead>
<tr>
<th>Company</th>
<th>Country</th>
<th>Website</th>
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<tr>
<td>Sandy Logistics Co., Ltd.</td>
<td>Thailand</td>
<td><a href="http://www.sandyllogistics.com">www.sandyllogistics.com</a></td>
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<td>Shenzhen ZhiChengDa Logistics Co., Ltd</td>
<td>China</td>
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TAPA Americas’ members have elected their new Board of Directors for a two-year term of office until the end of 2020:

**Officers - Board of Directors**
- Anthony Leimas, Chair
- Allen Gear, Vice Chair
- Jennifer Bennett, Treasurer
- George Latsos, Secretary

**Members - Board of Directors**
- Randy Bradley (Manufacturer)
- Scott Cornell (Insurer)
- Cornell Heldenbrand (Transportation)
- Christian Huenke (Manufacturer)
- James A. Neville (Insurer)
- Andrew Parkerson (Manufacturer)
- John Tabor (Transportation)
- Mark Winn (Manufacturer)

In addition to the Directors re-elected for a further term in office, TAPA Americas is delighted to welcome three new Board members:

**Cornell Heldenbrand**
Director of Security, J. B. Hunt Transport Inc.
Cornell has worked for J. B. Hunt for the last 18 years and has held the post of Director of Security for the last two years, having previously been responsible for managing the company’s Investigations and Asset Protection departments. He also spent 10 years as IT Security Engineer.

**Andrew Parkerson**
Program Manager, Logistics Security, Cisco Systems
Andrew has over 30 years’ experience in the logistics and supply chain profession. He has spent most of his career in the manufacturer/customer side of the industry as well as three years as a service provider with Maersk Lines. Andrew has spent over seven years in logistics security with Intel and now Cisco, and previously served on the TAPA BoD during his time with Intel.

**James A. Neville**
Assistant Vice President, Marine Loss Control Engineering, Client Risk Solutions, AIG
James has been with AIG since 2006 and has over 30 years of diversified experience in supply chain security, including expertise in Facilities Security and Fire Protection. He is also a US Navy veteran.

One of TAPA Americas’ long-time members and leaders, Dave Wilt, has retired from his company and stepped down from his leadership roles in TAPA.

Dave was the Global Supply Chain Security Manager for Xerox Corporation until his retirement last month. Before joining Xerox, he served as a commissioned officer in the US Army Military Police Corps.

Dave has been a valued member of TAPA since 2008 and served as both Chair and Vice-Chair in recent years as well as being an active member of the TAPA Government Affairs Committee, Public Relations Committee, and Law Enforcement Committee, and an integral member of the TAPA Worldwide Council (WWC).

His extensive contribution to the growth and development of TAPA Americas was recognized at October’s TAPA T-Meeting in Florida when he was presented with a ‘Lifetime Achievement Award’ in appreciation of his outstanding service, commitment to TAPA, and his leadership in furthering the goals of the organization.

“We will miss Dave’s daily contributions to The Americas. However, we look forward to his continued involvement as an Associate Member and guidepost for ongoing and future projects. His extensive experience and history with TAPA will be vital to the onboarding of new TAPA members,” said Anthony Leimas, Chair of TAPA Americas.
**INCIDENT DATA**

**CARGO CRIME MONITOR**

**CARGO THEFT BY COUNTRY**

November 2018

<table>
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<tr>
<th>Country</th>
<th>Number of Incidents</th>
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<tr>
<td>Belgium</td>
<td>5 (1.7%)</td>
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<tr>
<td>Czech Republic</td>
<td>1 (0.3%)</td>
</tr>
<tr>
<td>France</td>
<td>2 (0.7%)</td>
</tr>
<tr>
<td>Germany</td>
<td>8 (2.6%)</td>
</tr>
<tr>
<td>Ireland</td>
<td>2 (0.7%)</td>
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<tr>
<td>Italy</td>
<td>2 (0.7%)</td>
</tr>
<tr>
<td>Kenya</td>
<td>1 (0.3%)</td>
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<tr>
<td>Netherlands</td>
<td>46 (15.1%)</td>
</tr>
<tr>
<td>Russia</td>
<td>3 (0.9%)</td>
</tr>
<tr>
<td>South Africa</td>
<td>5 (1.7%)</td>
</tr>
<tr>
<td>Spain</td>
<td>2 (0.7%)</td>
</tr>
<tr>
<td>Switzerland</td>
<td>1 (0.3%)</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>225 (74.3%)</td>
</tr>
</tbody>
</table>

Number of incidents in month

**EUROPE, MIDDLE EAST & AFRICA REGION**

- Total loss for the 232 or 76.6% of crimes stating a value: €6,893,252
- Average loss for the 11 major cargo crimes reported to TAPA’s Incident Information Service (IIS) in November 2018: €141,432

**Year-on-year change in the number of recorded cargo crimes vs. November 2017:** +49.2%
REPORTING PERIOD: NOVEMBER 2018

303
Number of new cargo crimes recorded by TAPA’s IIS in EMEA last month

€247,461
Biggest single loss - A shipment of Bicycles was stolen from a vehicle parked at a service area in Dordon in the UK on 13 November.

11 - Number of major incidents with a loss value over €100k

€29,712
AVERAGE LOSS VALUE LAST MONTH

73.9%
Or 224 of the recorded incidents took place in Unsecured Parking locations

Unsecured Parking .................................................... 224 (73.9%)
En Route ................................................................. 41 (13.6%)
Unknown ..................................................................... 17 (5.7%)
Destination Facility .................................................. 8 (2.6%)
Secured Parking ........................................................... 6 (2.0%)
Authorised 3rd Party Facility ...................................... 3 (0.9%)
Origin Facility ............................................................. 2 (0.7%)
Services 3rd Party Facility .......................................... 1 (0.3%)
Maritime Transportation Facility ................................ 1 (0.3%)

Crimes in EMEA recording a loss value of between €50,000 & €100,000 produced a combined loss total of €2,111,682

Theft from Vehicle .................................................. 256 (84.6%)
Theft from Trailer .................................................. 13 (4.3%)
Theft of Vehicle ...................................................... 10 (3.3%)
Hijacking ................................................................. 7 (2.3%)
Fraud ......................................................................... 6 (2.0%)
Theft from Facility ................................................... 4 (1.3%)
Theft of Trailer ........................................................ 3 (0.9%)
Clandestine .............................................................. 2 (0.7%)
Robbery ....................................................................... 1 (0.3%)
Truck Theft .............................................................. 1 (0.3%)

13
Number of countries in EMEA reporting incidents

31
INCIDENT CATEGORY

LOCATION TYPE

11 – Number of new cargo crimes recorded by TAPA’s IIS in EMEA last month

Intrusion ...
Theft from Moving Vehicle ...
Violent & Threat with Violence ...
Unknown ...
Deception Other ...
Deceptive Pick Up ...
Internal ...

240 (79.2%)
37 (12.2%)
10 (3.3%)
7 (2.3%)
6 (2.0%)
2 (0.7%)
1 (0.3%)
In recent months, it has been the growing value of losses from supply chains that has dominated Vigilant’s incident reports but cargo crimes recorded by TAPA’s Incident Information Service (IIS) in November also produced a 49.2% year-on-year rise in the actual number of thefts or attempted thefts – reaching a 5-year high of 303 losses in the 30 days of the month in the EMEA region.

The total loss value for the 232 or 76.6% of incidents reporting financial data of €6,893,252 meant the average loss for the month stood at €29,712.

This included 11 major incidents with individual loss values in excess of €100,000, which represented €1,555,747 of the November total, averaging €141,432 per crime:

€247,461 Thieves cut the locks and seals of a shipping container on a parked and attended truck and trailer at a service station in Dordon, Warwickshire, in the UK on 13 November and stole a shipment of bicycles.

€202,558 On 9 November, clothing and footwear were taken from another truck in an unsecured parking location, this time on the A2 in Leudal in the Netherlands’ Limburg province.

€200,000 An Authorised 3rd Party Facility in Zonhoven, Belgium, was targeted by offenders on 9 November. They cut holes in the perimeter fence as well as the warehouse wall before escaping with electronic sewing machines, some valued at €12,000.

CARGO CRIME INCIDENTS HIT A FIVE-YEAR HIGH IN NOVEMBER – WITH 303 THEFTS PRODUCING A TOTAL LOSS OF €6.8 MILLION IN JUST 30 DAYS

On 9 November, clothing and footwear were taken from another truck in an unsecured parking location, this time on the A2 in Leudal in the Netherlands’ Limburg province.

An Authorised 3rd Party Facility in Zonhoven, Belgium, was targeted by offenders on 9 November. They cut holes in the perimeter fence as well as the warehouse wall before escaping with electronic sewing machines, some valued at €12,000.
€133,750
TAPA’s IIS received several reports in November involving thefts of televisions. In this case on 22 November, 55-inch TVs were stolen from Bicester Motorway Service Area (MSA) on the M40 in Oxfordshire, UK, after the locks and seals were cut on the doors of a semi-trailer vehicle.

€120,000
Similarly, TAPA EMEA was notified of multiple losses of cigarettes during last month. Most occurred in the UK although this incident on 21 November saw thieves take 200 cases of cigarettes from a facility in Kurilovo near Moscow, Russia. According to the intelligence report, two men entered the premises posing as police officers and said they were there to validate the operation. However, they quickly tied up one of the employees and stole the cigarettes. After being arrested soon after the crime, one of the suspects said the cigarettes had been sold on to unknown merchants immediately after they were stolen.

€117,031
Thieves entered a secured logistics yard on 21 November in Wellesbourne, Warwickshire, UK, and stole an unattended tractor unit and a trailer loaded with children’s toys.

€114,464
Computers/laptops were the target in another Theft from Vehicle crime in the UK on 14 November. The offenders cut the curtain side of a semi-trailer parked at Newport Pagnell MSA in Buckinghamshire to steal the goods.

€110,232
The first of two major losses at Chieveley MSA on the M4 in Berkshire, UK, saw thieves escape with a cargo of shoes after cutting the tarpaulin curtain of a truck on 16 November.

€109,017
Home audio equipment was stolen from a parked and attended truck on an industrial estate in the Beeston area of Leeds, West Yorkshire, on 12 November in another curtain-cutting incident in the UK.

€101,234
The second high value loss at Chieveley MSA was recorded on 21 November, another Theft from Vehicle incident, which resulted in the loss of a shipment of motorcycles.

€100,000
Only limited information was reported to TAPA’s IIS about this case of fraud, which involved the theft of a shipment of aluminium from a truck in an unsecured parking location in Rotterdam on 7 November.

Regular and proactive reporting by UK law enforcement agencies meant it remained the country in EMEA with the highest number of cargo crime incidents in November, 225 or 74.3% of the monthly total. Of the 13 countries which recorded thefts or attempted thefts from supply chains last month, the Netherlands was the only other one with a double-digit rate of incidents. Its 46 reported thefts accounted for 15.1% of the overall crimes in the month, well ahead of Germany, which saw eight thefts, and Belgium and South Africa, which both added five more losses to the IIS database.

The UK, therefore, accounted for most of the total loss value for the month - €5,799,869 or an average for UK cargo crimes with a value of €26,483. The majority of these incidents occurred in London, the West Midlands, East Midlands and Yorkshire and The Humber regions, including nearly 80 freight thefts at motorway service stations on the M1, M4, M6, M40, M42 and M62 motorways and the A1, A14 and A50 main roads.

All but one of the 37 cases of Theft from Moving Vehicle were recorded in the UK. Only 21 of these stated the products targeted and, in each case, this was cigarettes. As in previous months, this included a high number of incidents in Greater London as thieves continued to target vehicles stuck in slow moving traffic.

CONTINUED ON PAGE 10
Most of the 31 recorded crimes involving losses with a value of between €50,000 and €100,000 also took place in the UK. In total, the 31 incidents produced a loss of €2,111,682 or an average of €68,118.

Freight losses in this value category included:

- **€94,292** – A mixed load stolen in a violent truck hijacking in Coslada, Madrid, in Spain on 17 November as it travelled along the M50 highway. According to IIS intelligence, a car pulled in front of the truck, forcing the vehicle to the side of the road, and two offenders approached the driver brandishing a shotgun. The driver's head was covered with a jacket as the thieves drove the truck to a location 20 minutes away and then, after unloading its cargo, carried on for another 15 minutes before abandoning the truck and driver, who was told not to move for 30 minutes. The attackers warned the driver that they had his ID and personal details and would find him if he disobeyed their instructions. The two offenders reportedly spoke Spanish to the driver but a different language when speaking to each other, although the driver did not recognise the language.

- **€92,874** – A Theft from Trailer with an Internal M.O. recorded on 8 November. An agency driver delivering a trailer load of tobacco products to Birkenhead Docks in the North West of the UK reportedly stopped his vehicle nearby for 20 minutes, during which time he is suspected of stealing two pallets of cargo.

- **€90,953** – On 13 November, a shipment of photocopiers was stolen after thieves cut the tarpaulin curtain of a parked and attended truck, which was in an unsecured parking place on an industrial estate in Wellingborough, Northamptonshire.

- **€89,875** – Another shipment of toys was reported stolen on 8 November. Offenders cut the curtain side of a vehicle parked in a layby on the A43 in Kettering, Northampton, UK.

- **€88,799** – In another incident recorded in a layby in Northamptonshire – on the A5 in Crick – on 1 November, thieves broke open the locks and seals of a truck to take its cargo of televisions.

- **€88,200** – Few details were recorded for this crime, other than it involved the theft of cosmetics in a robbery in Lucerne, Switzerland, on 25 November.

- **€87,584** – Another theft of televisions was reported to TAPA's IIS on 9 November as thieves cut open the curtain side of a truck parked in a layby on the A17 in Coddington, Northampton.

- **€85,486** – A further curtain-cutting crime saw offenders in Leeds, West Yorkshire, UK, escape with a shipment of audio visual equipment on 18 November.

- **€82,000** – Thieves also took a cargo of motorised toys from a truck parked in an unsecured parking location on the A67 in Venlo, the Netherlands, on 28 November.

- **€76,355** – A motorway services on the M1 in Leicester, UK, was the location of this theft of car parts on 13 November. The curtain side of the truck was cut open to access the goods.
In the Netherlands, locations of cargo crimes included unsecured parking places along several main highways:

- A2 – in Leudal, Maarheeze, Echt and Beek
- A16 – in Moerdijk
- A37 – in Coevorden
- A50 – in Klarenbeek
- A67 – in Bladel, Hapert and Venlo
- A73 – in Haps

Goods stolen in the Netherlands during the 30 days of November included gin, clothing, toys, vacuum cleaners, DVD machines, hand soap, kitchen pans, cleaning products, razor blades, televisions, bedding, coffee machines, computers/laptops, tools, paint, toilet rolls, and metal.

Overall, goods were stolen in 14 different TAPA IIS product categories in November. Tobacco was the product with the highest number of reported thefts, 39 in total or 12.9% of all November crimes. Four other categories recorded double-digit incident rates:

- Food & Drink – 27 incidents or 8.9% of the monthly total
- Furniture/Household Appliances – 20 or 6.6%
- Cosmetics & Hygiene – 13 or 4.3%
- Clothing & Footwear – 11 or 3.6%

Theft from Vehicle continued to dominate the most recorded types of incidents in November, accounting for 256 or 84.6% of all reported cargo crimes, followed by 13 or 4.3% of cases involving Theft from Trailer and a further 10 or 3.3% of incidents of Theft of Vehicle. Unsecured Parking was the most reported location and was stated in 224 or 73.9% of last month’s crime reports to the IIS database.

Six cases of fraud were added to the IIS listings in November. Two, in particular, are worthy of note:

- On 21 November, a fake carrier within a subcontractor’s pool of suppliers was responsible for the theft of miscellaneous goods. According to the incident report, the carrier had worked normally for two weeks before being assigned to collect this particular load. The driver used documentation, licence plates and insurance details cloned from a legitimate UK company to assist in the theft of the cargo from an unknown location in the UK;
- On 15 November, police in the south of Moscow prevented the theft of hygiene products and arrested two suspects also planning to use a fake carrier M.O. to steal the cargo from an Origin Facility. The arrests were facilitated by the legitimate freight forwarder and its subcontractors, which jointly verified the fake carrier’s intentions. Police are in the process of trying to identify other victims of the offenders.

Of the four cases of Fraud recorded in the Netherlands, three occurred in Rotterdam and the other in Hoek van Holland. Losses includes two shipments of metal valued at €64,000 and €50,000 respectively.

Cargo crimes in Germany last month included:

- €45,000 – Theft of Toys/Games from a vehicle on the A2 in Magdeburg, Saxony-Anhalt on 29 November
- €21,000 – A shipment of coffee stolen from a truck parked in an unsecured location in Gelenskirchen, North Rhine-Westphalia
- €20,000 – 24 televisions stolen from a vehicle in Uhrsleben, Saxony-Anhalt, on 29 November

On 23 November, TAPA’s IIS was alerted to offenders cutting the tarpaulins of 100 trucks at a rest area on the A6 in Sinsheim, Baden-Württemberg, stealing goods including high quality chainsaws.

One other crime worth highlighting in November was the theft of bicycles from an Origin Facility in Lombardy, Italy, on 26 November, after thieves cut holes in the perimeter fence and through the one-metre thick warehouse wall to reach the goods, which included a custom-painted bicycle by an Italian frame maker.

TAPA EMEA members can search for further intelligence on these and other crimes in the Incident Information Service (IIS) database.
Many of you are using or requiring TAPA Security Standards to secure your supply chains. As Standards which have been created by the industry, for the industry, they are designed to be flexible so they can be referenced or incorporated into agreements between multiple parties in the supply chain as a common set of proven and practical security measures which, when adopted, allow Manufacturers and Logistics Service Providers (LSP) to focus on their main supply chain tasks of storing and transporting goods. Consequently, all stakeholders recognise that obtaining TAPA certification means something of value.

To deep dive a little further into this topic, some of the jargon in the Standards is explained in this month’s FAQs. If you need any help or advice on how best to adopt or utilise TAPA Standards in your commercial agreements, please do not hesitate to contact us. Our Standards Team will be very happy to help.

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

Question 1.

This passage can be found in the TAPA Standards: The resources to meet the requirements of the FSR shall be the responsibility of the LSP/Applicant and at the LSP/Applicant’s own expense, unless as negotiated or otherwise agreed upon by Buyer and LSP/Applicant.

What do you mean by resources?

Answer: The resources to meet the requirements of the applicable Standards will include the scheduling and cost of the certification audit, the creation and introduction of policies and procedures, and the physical security equipment needed to protect the operation.

Question 2.

Who should pay the costs to meet TAPA Standards?

Answer: The question is open-ended as multiple answers are applicable. The most obvious answer is “we all do” as it is assumed some of the costs will be passed on to others in the supply chain in the form of freight rates or direct fees.

Here are a few of the less complex solutions we see being used:

1. The Logistics Service Provider invests in TAPA Standards as a general policy for security and customer compliance reasons. No costs are passed directly to their clients;

2. The Logistics Service Provider invests in TAPA Standards as a direct result of needing to be compliant to their client’s contracted security requirements which mandate the use of TAPA Standards. Costs may be covered by the Logistics Service Provider as a cost of doing business or, subject to negotiation, the client may also contribute to the cost if this reduces the general rates for services;

3. The Logistics Service Provider is required to provide a facility and meet the TAPA Standards for one customer. Costs are normally negotiated. The client can contribute or have security costs included in the contracted rates.
Question 3.
Why is this clause in the TAPA Standards?

Copies of security policies and procedures documents will only be submitted to the Buyer in accordance with signed disclosure agreements between LSP/Applicant and Buyer and shall be handled as confidential information.

Answer: Some Buyers/Clients will expect to validate their supplier’s security operation regardless of TAPA certification. This requires an agreement to be made between the Logistics Service Provider and the client to describe which information can be shared and how it must be handled. We have seen some LSPs refuse to share their hard/soft copy security procedures but allow clients to inspect the operations and have procedures verbally explained to them, while others are more than happy to provide any documented procedures that their client’s security organisation requests.

Question 4.

Some of my facilities do not use English language. Does the clause below mean I can translate the standards into local languages?

In geographical areas where English is not the first language, and where translation is necessary and applicable, it is the responsibility of the LSP/Applicant and its agents to ensure that any translation of the FSR, or any of its parts, accurately reflects the intentions of TAPA in the development and publication of these Standards.

Answer: Firstly, it’s worth checking the TAPA website to see if we have already translated the Standard into your local language. If not, then yes, we do support local translations being undertaken by the Logistics Service Provider. However, due to the possibility that translations may not accurately capture the intentions of the original standards, any disputes or clarifications needed on the TAPA Standards must be settled using the current published English versions.

Question 5.

Can you explain the slightly different comments I found on use of subcontractors in the TAPA Standards?

•  Subcontractors that are not TAPA certified must be audited in accordance with the Buyer-LSP/Applicant contract.
•  LSP/Applicant to ensure all subcontractors/vendors are aware of, and comply with, LSP/Applicant relevant security programs.

Answer: Ideally, the Logistics Service Provider should require its subcontractors to be TAPA certified but, for operational reasons, this may not always be possible. So, these requirements intend to address different situations that may be encountered.

1. This may mean the subcontractor could be subject to audits which are required by the Buyer/Client. These audits need to be formally agreed between the relevant parties. A Client/Buyer may have clear security requirements for its supplier to impose on its subcontractors. Normally, these are compliance to relevant sections of the TAPA Standards but can also be unique requirements suitable for the business being conducted.

2. Evidence must be available that confirms subcontractors/vendors are aware of, and comply with, LSP/Applicant relevant security programs.
In each issue of this newsletter, we publish a list of the TAPA members that have most recently gained TAPA Supply Chain Security Standards certifications.

The following companies and locations were audited by one of TAPA’s approved Independent Audit Bodies (IABs) or, in the case of Class ‘C’ or Level 3 certifications, may have been audited by the company’s own auditors.

### EUROPE, MIDDLE EAST & AFRICA REGION

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<tr>
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### TSR Company Name

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### GSR Company Name

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George Latsos, TAPA Americas

In my current role at Brightstar Inc., I serve as the Director of Security, North America & Canada based out of Libertyville Illinois. As part of my overall responsibilities, I provide strategic and tactical security management and solutions for all of Brightstar’s US & C operations. My role changes daily, which provides a lot of diversity in our security program from the development and implementation of risk management and insurance requirements for warehousing and ground/air conveyance distribution operations to the development and execution of Supply Chain Security concepts.

I have a degree in criminal justice/police science, am a Certified Protection Professional (CPP) through the American Society of Industrial Security (ASIS) and have 21 years of experience managing and directing supply chain security initiatives and security operations. Over my career, I have held multiple positions within a corporate security environment at a site, regional, and global basis, specializing in security operations across multiple businesses and sectors. My background includes managing supply chain and site security for Motorola Inc. and emergency response functions for the US Navy. In the past, I have led projects to identify, assess and eliminate threats and risks, reduce security-related costs, and implement new policies and processes.

I have worked directly with the TAPA Americas’ team over my career, starting back with Motorola in 1999, by supporting its various members and Board Directors through the various roles I held. I joined the TAPA Americas’ team in 2013 and was elected to the Board of Directors in November 2017. Being a member of TAPA has provided me with a wealth of knowledge and experience that has helped me grow as an individual and as a professional security practitioner. Due to my broad background and experience within supply chain security programs, system capabilities, and process experience, I bring a robust set of skills and tools that will enable me to define improved processes and to develop and implement specific, customized system tools to support TAPA.

Being elected to the Board of Directors for TAPA provides me with a platform for personal growth while being able to utilize my skills and experience to influence change within the industry. Since becoming a member of the Board, I have participated in multiple committees and volunteered to lead the Education and Development Committee, where the team developed and launched a new webinar series to expand the knowledge leadership and development of supply chain security professionals.

The Education Committee is currently working on future webinars to address cargo crime investigations and other current supply chain security issues of interest to the membership. As of November 2018, I volunteered to take on the Standards Committee Lead role for the Americas to help review, revise and provide feedback through working sessions at the WWCCB.

Brightstar is fully supportive of TAPA, its Mission and Vision and has provided full support for all my TAPA-related activities, first as a member, and now even more supportive as a member of the Board of Directors and as the Standards Lead. Being a part of such a great organization such as TAPA and being able to volunteer time and resources is not just an honor, it is a privilege for me to be a part of an organization that can drive change in the supply chain security eco-system.

I firmly believe that security is not just about one person or one company. We all have a responsibility in protecting our supply chains. By driving consistency in our standards, we may be able to influence and drive change across all industries.

‘Being a member of TAPA has provided me with a wealth of knowledge and experience that has helped me grow as an individual and as a professional security practitioner.’
2018 has been a record year for TAPA training in Asia Pacific, helping the region to grow its TAPA FSR and TSR certifications by 15% and 7.4% respectively.

TAPA APAC has conducted 27 training sessions for 874 members across 10 countries, and in four different languages; English, Chinese, Cantonese and Japanese. 514 training delegates completed the Association’s Facility Security Requirements (FSR) course, 255 attended Trucking Security Requirements (TSR) training, and 105 participated in APAC’s Guarding Security Requirements (GSR) course.

And, for the first time, TAPA APAC conducted a 3-day TAPA FSR webinar training from Singapore for 27 members, extending the reach of the programme for those unable to travel to one of the scheduled regional courses.

Lina Li, TAPA APAC’s Training Lead, said: “These are remarkable results considering that our training events are mainly carried out by volunteer trainers. Next year, TAPA APAC will increase its training events in support of the new Supply Chain Cyber Security Standard, the Multi-Site Certification Model, development of the Scrap Management Guidelines for manufacturing member companies, and the Control Tower Requirements, which are being developed with a leading global logistics provider as the pilot company.”

TAPA’s FSR and TSR Security Standards have now been translated into Chinese, Japanese, Thai, and Indonesia Bahasa.

Tony Lugg, Chair of TAPA APAC, added: “Our trainers have delivered high quality courses for our members and it is particularly encouraging to see the correlation between the increased level of training and the growing number of TAPA certifications in the region, which we expect to see continue in 2019.”

DHL Supply Chain’s David Ching awarded TAPA Certified Expert (TCE) certification

David Ching, Regional Security Manager (Asia Pacific) of DHL Supply Chain Singapore has been awarded TAPA APAC’s prestigious TAPA Certified Expert (TCE) certification following an assessment and interview by the Singapore Institute of Materials Management (SIMM).

During his 17-year career in supply chain management, David has gained experience in manufacturing, procurement and strategic projects.

The TCE programme is a joint initiative between TAPA APAC & SIMM to support the development of Supply Chain Security professionals and will be extended across the Asia Pacific region in 2019.

Roger Lee, Director of SIMM and a member of the TCE panel, said: “David applies innovation and technology wherever possible in his work. This truly distinguishes him as a leader. The way he has designed the security command system and trained his team and security provider reflects his professionalism within the organization.”

David, who is also an approved trainer for TAPA APAC, said: “I truly enjoy providing training to my colleagues in the Asia Pacific region. I believe that an organization’s ability to learn, and the ability to translate that learning into action, results in a competitive advantage for the company.”

TAPA speaks at the Global Organisational Excellence Congress in Abu Dhabi

TAPA APAC’s Treasurer and Board member Herdial Singh was one of the speakers at this month’s Global Organisational Excellence Congress in Abu Dhabi, addressing the topic of ‘Driving Excellence in Securing the Supply Chain’.

In his presentation, Mr Singh explained TAPA’s global structure and how it is supporting its objective to minimize losses from supply chains using its Security Standards, incident intelligence, training and networking.

“TAPA standards are unique, highly effective and scalable and ensure site-to-site quality and consistency through the deployment of prescriptive and mandatory requirements,” he told delegates.