

# vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA

## INTO THE DARK

**More and more stolen goods are finding their way onto the shadier parts of the internet but what do you know about the Dark Web?**

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# welcome

## RECORD GROWTH, NOW WE NEED YOUR MANDATE TO TAKE TAPA TO THE NEXT LEVEL



**I leave every TAPA EMEA conference with new intelligence, new contacts and new benefits from being a member of our great Association.**

Our conference in Warsaw this month was no exception – and I send a big ‘thank you’ to our outstanding list of speakers and panellists as well as to our sponsors, exhibitors and the TAPA conference team for making this possible. Overall, we welcomed a total of 318 delegates, including some 20 new companies that we hope will now realise the advantages TAPA membership has to offer.

We are moving forward all the time.

At the end of 2017, we had more members in the EMEA region than ever before as well as more FSR and TSR certifications than at any time in our 20-year history. We also gathered

intelligence on a record number of cargo crimes in our region and trained the highest-ever number of TAPA members in our Security Standards. In 2018, we aim to do even more – as we have done each year throughout our history.

However, in order to maintain what we do today and – more importantly – to realise the significant growth potential we see for our Association, we need to embrace change. One immediate change announced in Warsaw was the launch of a new membership category for Parking Place Operators (PPO), and the extension of our Security Service Provider membership to include Parking Booking Platform Operators. Clearly, this is designed to support the implementation of

our new Parking Security Requirements and we are already seeing tangible interest from PPOs with regards to adopting TAPA's latest Standard.

This is a positive step forward but the changes our Board proposed at our AGM in Warsaw – outlined on page 7 of this issue – represent the next most exciting phase of our development and promise to ‘future proof’ TAPA EMEA for the long-term. As I write this, we are waiting for our members’ mandate to adopt these changes and, with your support, we can then focus our energy of providing more benefits to all of the members of an even bigger and stronger TAPA EMEA.

At the same time, we have made a commitment to, once again, not increase our membership fees in 2019.

Subject to our members’ agreement we will take TAPA EMEA to a whole new level in the years ahead and help to further reduce the threat of organised crime. In Poland, we were reminded just how organised our foes are when one of our local panel of industry professionals told us that one cargo criminal they spoke to admitted that 10% of the proceeds of their crimes is allocated to a special fund to pay the legal costs of their gang members if they are arrested. This is not only organised crime, it is organised business.

As the leading Security Expert Network for everyone in the supply chain, we know the risks we face, and we know they are growing and becoming more professional. That is why we must continue to do the same.

*‘One cargo criminal they spoke to admitted that 10% of the proceeds of their crimes is allocated to a special fund to pay the legal costs of their gang members if they are arrested. This is not only organised crime, it is organised business.’*



Thorsten Neumann  
Chairman

# TAPA CALLS ON MEMBERS TO SUPPORT THE EUROPEAN COMMISSION'S 'STUDY OF SAFE AND SECURE PARKING PLACES FOR TRUCKS'



The European Commission's initial assessment of the true need for safe and secure truck parking areas in Europe represents the most important step forward to date in supporting what is such a vital component of supply chain security in the region.

This is why TAPA EMEA is giving its full support to the Commission's 'Study on Safe and Secure Parking Places for Trucks' and is calling for its members to do the same.

It is TAPA EMEA's intention that the Association will incorporate the EU Safe and Secure Parking Manual requirements as a baseline to its own Parking Security Requirements (PSR) when the EC project is completed. Ultimately, TAPA EMEA would seek accreditation to operate a certification scheme based on the EU Standards for truck parking operators inside and outside the EU.

TAPA EMEA members will receive a survey to provide input to the EU-funded study on Safe and Secure Parking Places for Trucks. This study defines an action plan and has the objective to create the right framework for authorities and private developers who wish to establish certified safe, secure and connected parking places for trucks. This includes the need for accurate and reliable information regarding planning, operation and standardisation processes and best practices.

The European Commission now needs support from industry to determine the detailed needs and expectations of the sector and has produced a short questionnaire to give companies the opportunity to share their

needs and recommendations. These will be considered and integrated into the study that will be delivered to the European Commission.

In the questionnaire, it is seeking the following information:

1. Input from all stakeholders in the transport supply chain to build a **common standard** to be used in Europe and globally;
2. Pinpoint **hotspots and risk zones** in terms of security and safety issues (e.g. theft, migrants as well as driving and resting times);
3. Identify the appropriate spots to place safe and secure parkings across the EU;
4. What do you expect from a standard on safe and secure parking areas?
5. Which are the issues that you face, which could be solved by safe, secure and connected parkings with adequate services for drivers?
6. Which services would you consider necessary and desirable on secure, safe and connected parking areas?
7. What would be the best for you to book and pay for a secure parking area?

Once TAPA EMEA members receive a link to the questionnaire, please ensure you take this opportunity to influence the realisation of more safe and secure truck parking in Europe.



Tony Kavanagh, TAPA EMEA Secure Parking Lead, said: "The European Commission takes the issue of secure parking extremely seriously and TAPA have been working with

the EC project team to develop common security standards and a new rating system to guide parking owners and users. Through this EC project, the direction and initiative is now in place to develop a supportive process to build a network of secure parking sites across Europe. TAPA members and others are being given the opportunity to shape their thinking on this vital topic and it is important that we take this opportunity and ensure our input is captured."

## Criteria that influence truck parking decisions

There are several criteria that may influence the decision where to park:

- A risk analysis of the route and available secure parking areas
- The value of the cargo being transported
- The reason for the stay at the parking
- The rock bottom transport tariffs
- The chance of trafficking or other illegal or terroristic actions
- Limited liability of the transport operator
- The (country of) origin of the driver and/or his company
- Female drivers
- A contract with the shipper
- The possibility to book a parking space in advance or not
- Legal requirements
- Available parking space

Source: European Commission – Safe and Secure Truck Parking Survey Plan



# THE DARK SIDE

**With an increasing number of stolen products ending up on 'underground' websites, *Vigilant* invited two leading open source intelligence experts to explain more about the workings of the so-called Dark Web and what goes on in the shadier corners of the Internet**

We hear a lot about the Dark Web in the news. One recent example is news of the arrest and conviction of Ross Ulbrecht, founder of the Silk Road dark marketplace in the USA.

Ultimately, the Dark Web is part of the Internet which requires a different browser platform to access it, namely Tor, which stands for The Onion Router. Tor was developed by the US Naval Research Laboratory in the mid 90's for the purpose of protecting US intelligence communications online. It uses a network of volunteers to act as relays to pass encrypted communications through many layers, making the requester invisible to the source of the supplied information. This process also hinders the indexing and referencing of sites using Tor, thus search engines such as Google, Bing or Yandex only provide very limited results to search requests.

It is worth considering that Tor is still 80% funded by the US State Department, although the organisations that run Tor are keen to



stress that they are totally independent, despite the government funding!

It is possible to get some search results from a simple search string on Google by typing in "site:onion.to" (without the quotations), but this will only provide limited results. Be careful not to click on any of the search engine results though, as this may expose your IP address and whereabouts!

Built around the Firefox browser architecture, Tor is easily downloaded and is free software provided at [www.torproject.org](http://www.torproject.org). The main

difficulty lies in how one may search for relevant information and websites, as this is not as straightforward as using the Web. There are a number of Tor search engines such as Ahmia, Torch and Grams that seek to assist, but many provide only limited results.

However, don't panic as there are many experts out there that spend a large amount of time on the Dark Web, confidently navigating it to gather evidence and intelligence around the many nefarious activities of criminality. Bear in mind, however, that not all websites on the "hidden Internet" are bad. There are also academic websites, student projects and journalist websites. Even Facebook have a presence!

Users should be wary of venturing onto Tor without full knowledge of how to do so safely. Visiting any of these dark sites may cause policy, security or reputation issues for companies if they are not prepared for it, with some sites being run by law enforcement as honey traps!



Just this month, the UK Home Secretary Amber Rudd has officially recognised the Dark Web threat to the UK, declaring that action should be taken against it. She described the online space as a "dark and dangerous place where anonymity emboldens people to break the law in the most horrifying of ways" and that "It is a platform of dangerous crimes and horrific abuse".

The Dark Web hosts many different types of products and services, with the majority of these being too risky for vendors to sell on the surface web.

## Dark Markets

Dark Markets offer users of the Tor browser opportunities to buy illicit goods and services online. In some cases, purchases can be made without the creation of an account, whereas some others require an email and login. There are easily obtained anonymous email accounts on the Dark Web, although many turn to the



secure and ultra-discrete ProtonMail service on the surface web.

Within dark markets there are products and services available. Here are some common examples of products that appear frequently:

**Guns & Ammunition:** There are various types of guns for sale, including pistols, rifles and automatic weapons, along with appropriate ammunition. It is not uncommon for vendors to take a partial payment for an automatic weapon and then to ship it in component form, with the final parts being delivered

*The AlphaBay dark web market, which was shut down by police, reportedly had over 200,000 users and 40,000 vendors with some 250,000 listings for illegal drugs and a 100,000 for stolen or fraudulent documents, counterfeit goods, and hacking tools. It is believed to have handled over \$1 billion of transactions since its creation in 2014.*



on receipt of the final payment. One of the reasons for shipping guns in component form is to reduce the risk of arms being identified by x-ray machines.

**Drugs & Pharmaceuticals:** The Dark Web offers a platform for individuals to buy illegal drugs and medicines anonymously. The quality and safety of these drugs is questionable, with evidence of many "medicines" containing poisonous substances and animal faeces, along with other undesirable content. It's also quite common for some prescription type drugs to be found overtly for sale on the surface web. There is also evidence that drugs tend to be cheaper online than those bought face-to-face from a dealer, perhaps mirroring the differences between legal online stores and shops on the high street, where goods tend to be cheaper online. There are several recent reports that the international shipment of drugs is reducing by a considerable amount, with users preferring to purchase through domestic markets.

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22 | 44 | 39  
HOURS | MINUTES | SECONDS

April 30, 2018



The main reason for this is that they consider this to be lower risk for themselves. One country that currently bucks this trend is Germany, where they tend to trust buying their drugs online from the Netherlands.

**Financial Fraud & Fake Documents:** On the Dark Web, stolen and fake credit card sales are huge and easily found. These can sometimes be bought in bulk and can assist criminals with other illegal activities, such as purchasing web services, buying computers or paying for services. Fake documents can include the sales of identity cards and passports. The quality of fraudulent documents bought on the dark web can be variable but continues to be big business. Hacked Paypal account details are

*It is possible that many products stolen in cargo thefts end up on dark markets. For example, there are many Dark Web vendors selling smartphones, gaming consoles and laptops in exchange for payment using crypto-currencies, such as BitCoins*

frequently sold, alongside details for hacked social media accounts and other online shopping accounts.

There are many other services and products available, and one could write a whole book describing them, not forgetting dark forums that are notorious for information on activities, such as bomb making and hacking.

It is possible that many products stolen in cargo thefts end up on dark markets. For example, there are many Dark Web vendors selling smartphones, gaming consoles and laptops in exchange for payment using crypto-currencies, such as BitCoins, so in some cases goods stolen from supply chains are highly likely to be sold on and shipped again via the logistics network. For any TAPA members wanting to look for stolen goods on dark markets, it is advisable to ensure adequate precautions are taken to protect both the organisation and the individual who plan to do it. The person should ideally be trained on how to approach the Dark Web safely, along with how to find the required websites, which is much more difficult than using Google!

Policing the Dark Web is an ongoing challenge due to police budget cuts and ongoing technical challenges. Dutch law enforcement successfully took down the Hansa dark market website, along with capturing a wealth of intelligence about its users, but there are many still running. It is hoped that this type of



FEATURED

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Two Darknet Vendors Busted In the Netherlands

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LEAVE A COMMENT

19.04.18 Darknet and Cybercrime Roundup

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1 COMMENT

Darknet Glock Vendor Gets 33 Months in Prison

Almost one year ago, Gerren Johnson and William Jackson were arraigned before U.S. Magistrate Judge ... [Read More](#)

success by law enforcement may erode users' confidence in using the Tor browser to access the Dark Web, but in return new alternative services are appearing, so the challenge goes on.

## Authors:



David Benford is an internationally-renowned open source intelligence and digital investigation expert based in the UK. He is a special officer in UK law enforcement and is Managing Director of Blackstage Forensics Ltd. David works with law enforcement, corporate, military and diplomatic institutions around digital investigations.



Tony Martinez is a former UK senior law enforcement officer and is a highly-respected expert on the Dark Web and an open source intelligence specialist. He was a member of an investigative section recognised within law enforcement as a centre of excellence in the field of covert work, gaining a wealth of experience managing some of the most complex cybercrime investigations.

# MEMBERS VOTE ON NEW INITIATIVES TO 'FUTURE PROOF' TAPA EMEA AND TO SEIZE GROWTH OPPORTUNITIES



TAPA EMEA's Board of Directors has determined that moving the Association's registration from the Netherlands to Germany will provide a springboard for future growth.

**TAPA EMEA members have been voting this month on proposed constitutional changes to TAPA EMEA designed to 'future proof' the Association, build on its success over the past 20 years, grow its membership and increase its support of members in the years ahead.**



At the EMEA AGM in Warsaw this month, Laurence Brown, TAPA EMEA's Executive Director, outlined the proposal, the reasons behind it, and the benefits the changes will

offer, if they gain sufficient support during the subsequent voting process, which ended on 30 April. The result will be reported in next month's *Vigilant*.

Addressing the AGM, he reminded members of TAPA EMEA's strong growth since its inception in the region, adding: "Not only have we experienced growth in membership and income but we've substantially expanded the services we provide to our membership. To achieve this, we have naturally seen our workload increase and we have engaged external support to assist the Board in its work. With all growth there comes greater responsibility and challenges to ensure the

aims of the Association are met proficiently and with probity.

"Concerns have been raised within the Board that future growth will be limited by available resources to drive the changes needed to keep TAPA EMEA healthy for the next 20 years. To continue growth in our Security Standards development and industry influence, new ways of managing the Association's finances and resources must be evaluated as many tasks rely too heavily on volunteer help from members contributing to projects and programmes."

Consequently, with the assistance of external advisors, the Board has undertaken a review of TAPA EMEA's financial procedures, which are currently restrictive, and ways to best develop the Association in the region going forward. This has resulted in a recommendation to move TAPA EMEA's registration from the Netherlands to Germany, where the Board feels members' requirements will be best served.

In addition, the Board has recommended the development of an improved management structure for the Association and the creation of a standalone Commercial Services Company to enhance existing service levels, and which is optimised to seize opportunities for growth.

TAPA EMEA will retain its independence and not-for-profit status but, on advice, has sought members' permission to create a Commercial Services Company to assist the Association with its future expansion.

"Assuming this gains the support of members, and as a consequence of the new registration, a new TAPA EMEA constitution will be drafted which will enable the Board to create a new Governance Structure, set up a Commercial Services Company, and engage additional personnel to help 'future proof' TAPA EMEA," Laurence Brown concluded.

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*'New ways of managing the Association's finances and resources must be evaluated as many tasks rely too heavily on volunteer help from members contributing to projects and programmes.'*

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# BUILD YOUR OWN STANDARDS

... in a future world where not everyone thinks in the conventional way

**All over the world, TAPA is respected for delivering the leading supply chain security standards.**

They are mandatory minimum requirements in a growing number of contracts between Manufacturers and Logistics Service Providers (LSPs). They breed confidence in supply chain resilience. And, they are proven to reduce risk and prevent losses.

So, that's it then. All sorted!? Far from it. The reason why TAPA Security Standards are so effective is because they are designed by the supply chain security industry for the industry, and they're reviewed and updated every three years to address emerging threats and to look to simplify the Standards without, in any way, reducing their effectiveness. This is a process which every security professional in TAPA's global membership is invited to participate in.

Adoption of TAPA's Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) reached the highest level

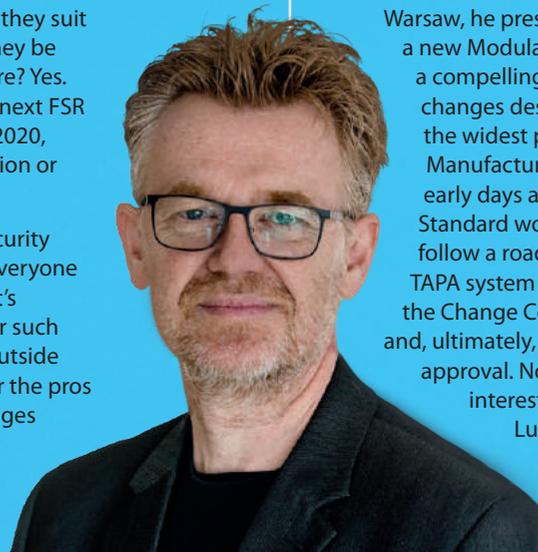
in the Association's 20-year history in 2017, with certifications rising 16.6% and 41.5% respectively, and the TAPA Security Standards footprint now extends to 60 countries in the Europe, Middle East & Africa (EMEA) region alone.

While the current Standards are an undoubted success for companies which implement them, do they suit everyone? No. Can they be improved in the future? Yes. So, as we look to the next FSR and TSR revisions in 2020, are we talking evolution or revolution?

As a fast-growing Security Expert Network for everyone in the supply chain, it's TAPA's job to consider such questions, to 'think outside the box' and consider the pros and cons of any changes

designed to deliver even greater value to its members and their customers. In terms of Security Standards, that job in EMEA falls to Luc Van Herck, TAPA EMEA BOD member, who led the development of the TSR Standard for EMEA and now, as part of the Standards Team, has the task of looking at 'Future Standards'.

This month at TAPA EMEA's conference in Warsaw, he presented the concept for a new Modular Standard and gave a compelling case for proposed changes designed to appeal to the widest possible audience of Manufacturers and LSPs. It's still early days and any future Modular Standard would be required to follow a roadmap through the whole TAPA system of regional discussions, the Change Control Board process and, ultimately, World Wide Council approval. Nonetheless, right now, it's interesting food for thought, as Luc explains ...





**Back in 2010, when we started the TSR certification project, we came up with a version covering most of the immediate needs identified at that time, both for LSPs owning no trucks as well as true trucking companies.**

Was it perfect? No. Was it covering all transport modes? No. Was it designed to pass the test of time? No. Was it covering all our members' needs? No. It was simply the first version of something that clearly needed to grow ... and it has.

In 2014, we gave in to the demand related to external locks on a TSR 1 truck and allowed a module for product tracking. These decisions

were taken on the condition that it would lead to more certifications in the region requesting these changes.

Over time, the project on 'Future Standards' has actually turned more into a project on our 'Future Standards Model' and has led to what – for now – I am calling the 'Modular Standard' model.

The starting point for me was a simple question: is TAPA covering the end-to-end supply chain from a Standards perspective? Well, we have a Standard for transporting goods in FTL trailers, hard-sided and soft-sided. We also have a Standard for securing goods in a warehouse. And, now, we have a third Standard for secure parking.

*So, am I proposing we should think about doing away with our current Security Standards? Of course not! Over the years, with the support of its members, TAPA has created something meaningful, good and recognisable*

But does this cover the supply chain? I think we all know the answer to that. In my company, we produce products in factories that must all have C-TPAT or AEO status. But does this cover our security needs as we want it? Close but not all. We just need that extra 20% to cover security of product as well as anti-terrorism and customs issues.

We then truck, rail or float out the goods to ports – but not all in trailers. International product goes out in sea containers towards seaports, rail terminals etc.

This raises the question of whether today's TSR covers the needs for secure container transport? Close but not entirely. It's slightly different. I would say we just need another 5% to cover specific needs. Does PSR cover the security needs for leaving trailers behind before putting them on a train or a ferry? Most, but not all. The basic elements are there; fences, access control, CCTV but we need a bit more, mainly around liability transfer and temporary storage or handling.

These are just some examples to reinforce my point about the need to cover the end-to-end supply chain from a Standards perspective. As we have proven in all areas of our activities over the past 20 years, TAPA needs to continue adapting and growing in order to remain the leading Security Expert Network in supply chain security.

So, am I proposing we should think about doing away with our current Security Standards? Of course not! Over the years, with the support of its members, TAPA has created something meaningful, good and recognisable, and we did it together as an industry. This is unique.

TAPA's FSR and TSR are very solid Security Standards and offer a perfect backbone to what could become a Modular Standard in the future.

**For the 'Future Standards' project, I established some conditional targets:**

- Use the current TAPA Standards where possible
- Simplify where possible
- Avoid excessive work
- Make it flexible, scalable and agile
- Keep the TAPA identity/style
- Must create value for members
- Must create value for TAPA (expanding our footprint)
- Keep it auditable and certifiable
- Keep it cost efficient



So, the basic principle for a future Modular Standard would be to reduce the TSR or FSR to a core minimum of requirements and then to add modules to them according to the needs of the users. The modules would be a set of requirements that are inseparable and mandatory once you select them.

Let me give you an example: you are a trucking company which transports trailers but that also has container traffic. You would select the TSR Trailer module as well as the Container module and this would create a list of requirements for certification. Potentially, this would culminate in the production of a certificate listing the two modules.

#### **Our Working Group has looked at two modules:**

- transport of sea containers
- transport via rail or ferry

With the support of TAPA members – Essers, Duboc, DFDS, Schenker and BAS Logistics - we started working on these modules, which we identified as C-TSR (container TSR) and M-TSR (multimodal TSR), based on TSR 2017. For the C-TSR, we concluded that only six requirements from the existing TSR needed to be adapted, that's six out of 97.

We followed the rules and concluded that having three levels did not make any sense. We considered only a need for C-TSR Levels 1 and 2 on the principle that if something does not add value, it is out.

#### **The rest of this module consists mainly of:**

- requirements needed to protect the container without the possibility to open it

- adapting the secure parking conditions as containers offer more physical security than trailers
- clear transfer of liability on both ends; it is about moving a sealed box from A to B.

The M-TSR module would be based on the same principles, mainly focusing on liability transfer and the relationship between carrier and rail/ferry operators, as well as risk assessments on-site to ensure cooperation and a clear view on duty of care.

#### **We have tested C-TSR with two TAPA member companies:**

- Transports Duboc from Le Havre - an exclusive container transport company with high standards but not able to apply for the existing TSR.
- Essers from the Netherlands - already TAPA TSR certified for their trailer fleet on Levels 1, 2 and 3 but which also has important container traffic which it is not able to get certified.



Transports Duboc was audited in exactly the same way as a regular TSR audit: overall Policies and Procedures (P&P) were checked, the specific P&P were checked, specific equipment was checked, people were interviewed. The audit took about 6-7 hours, largely because it was a new process to the people involved.

Essers was only audited on the module and their audit took about 25 minutes for the P&P for this type of transport to be checked and then another 10 minutes or so to check the specific equipment in accordance with the TSR audit rules.

So, for the future, we proved that if a company needed two or more certificates, this can be done in one audit with no real extra costs and only an hour to a few hours in additional time. If a company wanted to expand its current certificate with an extra module, it could possibly be done in an alternative way avoiding live audits, such as using Skype, video conference, photographic evidence, email etc.

A future modular approach can offer great potential. It can also cover more modes of transport than just FTL trailers. Think about Last Mile delivery vans – true LTL transport: a custom-made module so no more tinkering of the existing TSR trying to fit a square peg into a round hole.

It can cover more, based on purpose; i.e. an FSR remodelled to fit the specific needs of a factory, a P&P operation, a VAS facility, pure cross-dock, a destruction center, you name it. It can be done on the basis of our current FSR. Furthermore, it can fit the needs of an industry as a particular interest group, such as a module for the transport of tobacco, pharma, automotive, fashion, metals ... anything is possible.

Today, I believe, for example, that still too many Buyers do not go for TAPA certification because TSR 1, for example, is not the full answer to their needs. In the future, extra modules can offer the solution.



And, finally, dare I say, maybe the use of modules can be a chance to overcome regional differences, such as a specific regional module on locks or GPS tracking.

But, there is a challenge. The Standards Team has limited, volunteer resources and is not set up for this. It will be TAPA's members which help identify and come up with their industry needs by working as a group. TAPA will offer the platform, control the audit and certification process, offer training, and handle the secretariat issues that always come with a TAPA Security Standard programme.

To the different industries that make up TAPA's membership, I say discuss and act as one. You are all facing the same issues. Give LSPs the chance to offer a certifiable solution to the whole industry using the TAPA model.

Even if you can reach only 90% of the industry with this certificate, it is far better than all the different Buyer compliance models and audits.

It has the potential to save lots of time and lots of money.

We might even end up with a supply chain from A to Z covered by certifiable modules that also offers the opportunity for a Buyer to be TAPA Supply Chain Certified.

For now, this project is going to the World Wide Change Control Board (WWCCB) to be discussed. If you have any input, feel free to contact me via [info@tapaemea.org](mailto:info@tapaemea.org)

Ultimately, the Future Standards 'ball' is in your court.



*We might even end up with a supply chain from A to Z covered by certifiable modules that also offers the opportunity for a Buyer to be TAPA Supply Chain Certified.*

## BENEFITS OF A FUTURE MODULAR STANDARD

- Solid recognisable TAPA standards
- Cost efficient from an audit perspective
- Companies can excel in more than just one service
- No need for excessive work (no need to start from scratch)
- Add modules at your desired speed
- Member groups can introduce expert standards
- Growth in membership as TAPA will cover more industries
- No change in the Security Standards model:
  - Multi-certifications
  - Current 3-year model preserved
  - Waiver committee process
  - Standards Secretariat support
  - Standards Team support

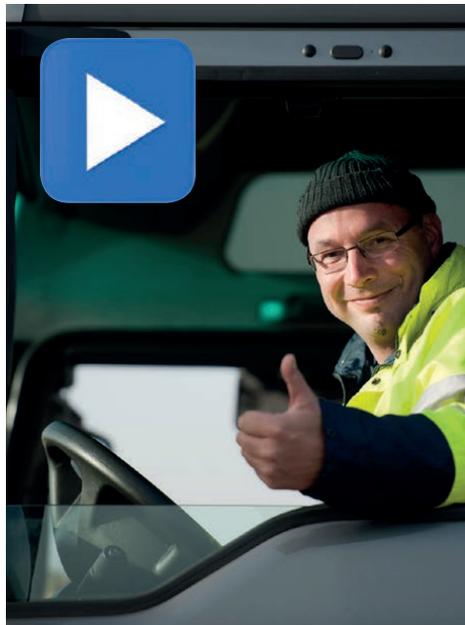
## ROADSEC VIDEO OFFERS TOP SECURITY TIPS FOR TRUCK DRIVERS IN EUROPE

**TAPA EMEA members are encouraged to watch a new video, produced as part of the ROADSEC security toolkit, which offers 22 top security tips for truck drivers.**

The toolkit was commissioned by the Directorate-General for Mobility and Transport of the European Commission, DG MOVE, and produced by the Cross-border Research Association (CBRA) of Switzerland in association with TAPA EMEA.

This new ROADSEC toolkit provides clear operational guidance to help European truck drivers, haulage companies and other key stakeholders address cargo theft, stowaway entry to trucks, and terrorism on European roads. It also updates and upgrades contemporary good security practices that are rapidly becoming outdated amid a constantly evolving risk landscape, emerging technologies, and regulatory changes.

To view the 2-minute animated video click here



## CARGO THIEF CAUGHT RED-HANDED IS JAILED FOR 15 MONTHS

**A thief caught by UK police following the loss of £100,000 of clothing from trucks near Grantham, Lincolnshire, has been jailed for 15 months.**

Police officers, who were called out to investigate damage to two lorries carrying clothing and tobacco products, caught the suspect sitting in a van 'crammed full' of stolen goods after a search of the nearby area. All the stolen property was recovered.

The van was also found to have been stolen from the Dewsbury area of West Yorkshire.

# CARGO CRIME MONITOR

## CARGO THEFT BY COUNTRY

March 2018

Belgium	2 (1.4%)
Bulgaria	1 (0.7%)
Czech Republic	1 (0.7%)
Finland	1 (0.7%)
France	1 (0.7%)
Germany	8 (5.7%)
Greece	1 (0.7%)
Ireland	1 (0.7%)
Italy	2 (1.4%)
Netherlands	1 (0.7%)
Romania	1 (0.7%)
South Africa	4 (2.8%)
Spain	3 (2.1%)
Sweden	8 (5.7%)
Switzerland	1 (0.7%)
United Kingdom	105 (74.6%)

Number of incidents in month



### €364,035

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



### €6,487,888

Total loss for the 117 or 82.9% of crimes stating a value

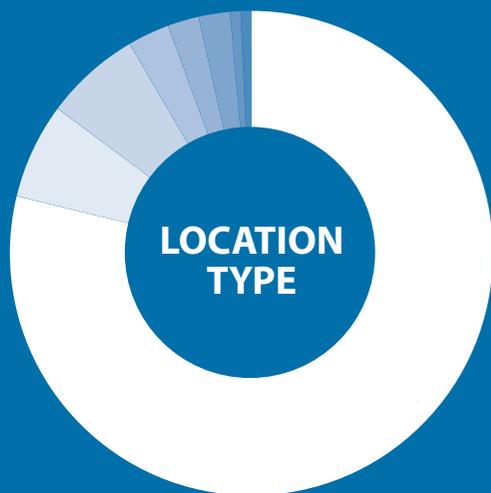
### -10.7%

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



# 141

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



# €1,900,000

**Biggest single loss** -Theft of car parts from a truck in an unsecured parking location in Haan, North Rhine-Westphalia, Germany, on 18 March

Number of countries reporting incidents

# 16



# 15

Crimes recorded a loss value of between €50,000 & €100,000, with a combined loss total of €998,316

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



# €55,452

## AVERAGE LOSS VALUE LAST MONTH

# 78.8%

Or 111 of the recorded incidents took place in Unsecured Parking locations



**MODUS OPERANDI USED IN LATEST CARGO THEFTS:**

Intrusion	121 (85.9%)
Unknown	11 (7.8%)
Violence & Threat with Violence	3 (2.1%)
Theft from Moving Vehicle	1 (0.7%)
Internal	1 (0.7%)
Forced Stop	1 (0.7%)
Deceptive Stop	1 (0.7%)
Deceptive Pick up	1 (0.7%)
Deception Other	1 (0.7%)

# THEFT OF 1.5 MILLION POWERFUL PAINKILLERS FROM A TRUCK AT UK MOTORWAY SERVICE AREA LEADS TO NATIONAL HEALTH SERVICE 'ALERT'

Last month's highest profile cargo crime sparked national media exposure and an 'alert message' from the British National Health Service after 1,500,000 powerful painkilling tablets were stolen from a truck at Hartshead Moor Motorway Service Area (MSA) on 7 March.

West Yorkshire Police also issued a warning to the public not to take any of the drugs.

The Theft from Vehicle incident is believed to have occurred between 22.00hrs on 6 March and 05.00 the next day at the MSA, situated between junctions 25 and 26 of the M62 motorway in Bradford, UK.

According to BBC News, 15,000 packs of the painkillers – each containing 100 tablets – were stolen from the vehicle, worth a reported **€513,541**.



This, however, was not the biggest loss reported to TAPA EMEA's Incident Information Service(IIS) in March. On 18 March, intelligence was received on the **€1,900,000** loss of a shipment of car parts from a vehicle left in an unsecured parking lot in Haan in the German state of North-Rhine Westphalia, a regular hotspot for freight thefts. According to information shared with TAPA EMEA, the driver collected the cargo of multimedia control units and shock absorbers on the previous Friday from a Road Transportation Facility in the city of Herne before parking his vehicle on an industrial estate over the weekend. When he returned on the Sunday evening he discovered the truck had been broken into and 50% of its load had been stolen. An investigation is ongoing.

These two crimes were among 10 major cargo losses recorded by TAPA's IIS last month.

Altogether, these incidents alone produced a combined loss of **€3,640,350** and an average value per crime of **€364,035**.



The overall total of newly-recorded cargo thefts fell year-on-year to 141, 10.7% lower than the figure for March 2017. However, once again, this was impacted by no new data so far from Dutch Police for March 2018. For the same month of last year, TAPA was notified of 61 crimes by Dutch law enforcement.

Of the 141 incidents in March, 117 or 82.9% provide financial data, producing a total loss of **€6,487,888** and an average loss for the month of **€55,452**.

The remaining eight major crimes with a loss value of **€100,000** or more were:

**€274,915**

A Theft of Vehicle crime on 23 March involving the loss of event building equipment from an Authorised 3rd Party Facility in Crewe, Cheshire. Thieves reportedly entered a secured site and stole two loaded HGV semi-trailers.



*The incident at Hartshead Moor highlights the consistently high level of risk vehicles face when drivers take rest breaks at UK Motorway Service Areas. In March, 105 or 74.6% of all recorded crimes in EMEA took place in the UK and 43.8% of these stated MSAs as the location of losses.'*

**70% OF THE MAJOR CARGO CRIMES IN MARCH TOOK PLACE IN THE UK WITH A COMBINED LOSS OF €1,403,180**

**€200,000**

TAPA's IIS recorded this loss on 6 March as an Internal theft after a shipment of fuel injectors disappeared while en route from Germany. Due to the high risk nature of the shipment, the truck carrying the car parts was meant to operate non-stop from the supplier in Bamberg in northern Bavaria to the receiving plant in Hungary. However, when the shipment was immediately checked on arrival, parts were found to be missing, even though the driver was unaware of any incidents during the transportation.



**€189,801**

Two trailers loaded with aluminium were taken after thieves entered a secured Authorised 3rd Party Facility site in Brigg, North Lincolnshire, UK, on 27 March.

**€137,170**

The truck hijacking heartland of Kempton Park in South Africa's notorious Gauteng province claimed another victim on 6 March when a shipment of tobacco was stolen from a Services 3rd Party Facility. The suspects loaded the cargo into their own vehicle before fleeing the premises. However, in the early hours of the next morning, they were traced to a warehouse in nearby Alberton and arrested by police officers. Their truck with the stolen load was parked outside.



**€113,663**

Yet another forced entry into a secured yard resulted in the theft of a vehicle and a cargo of generators on 4 March. The incident took place at a Services 3rd Party Facility in Crick in the UK East Midlands. The thieves were able to steal the keys to an HGV tractor unit and hitch it up to a parked and loaded semi-trailer before making their escape.



**€107,696**

Seven offenders approached a parked and attended HGV semi-trailer at an unsecured parking location in Dartford, Kent, in the UK on 6 March and cut the vehicle's tarpaulin curtain to access its cargo of fashion garments. When disturbed by the truck's driver, they threatened him with a knife before taking away part of the load.



**€101,873**

Another curtain-cutting incident, this crime on 26 March also occurred in an unsecured parking place, this time on an industrial estate in Northampton in the UK East Midlands. After slicing a hole in the vehicle's tarpaulin side, the offenders stole a shipment of car radio systems.



**€101,691**

This Theft from Vehicle on 2 March followed the same M.O. as the previously mentioned crime and involved the loss of motorcycle parts from a truck parked in Peterborough in the East of England.



## OTHER HIGH VALUE LOSSES IN MARCH



In addition to the 10 major crimes, TAPA's Incident Information Service (IIS) recorded 15 more incidents with a recorded loss value of between €50,000 and €100,000. Altogether, these produced a combined loss of €998,316 and included:

- **€97,657** – Shoes and handbags stolen from a truck in an unsecured parking location in Basildon, Essex, UK, on 12 March after thieves cut through the vehicle's curtain side
- **€87,321** – Thieves cut through the locks and seals of a truck parked at Leicester Forest East MSA in the UK East Midlands on 9 March and stole a cargo of televisions
- **€85,848** – Another crime at a UK MSA, medical products were stolen in this Theft from Vehicle at Medway MSA in Rainham, Kent, on 27 March
- **€77,696** – Televisions were also the target in this crime on 21 March after thieves cut the curtain side of a parked and attended truck in West Bromwich in the UK West Midlands
- **€64,789** – On 1 March, 263 cooking hobs were stolen from a truck at a motorway services in Fraga, Aragon, in Spain
- **€64,133** – A second loss involving cooking hobs, this Theft from Trailer incident reported to TAPA's IIS on 20 March took place in a parking lot in Brussels, Belgium
- **€64,106** – Another curtain-cutting crime at the UK's Leicester Forest East MSA. A shipment of alcohol was stolen on 28 March
- **€62,712** – On 19 March, wine was taken from a truck, also parked at Leicester Forest East MSA
- **€60,432** – Keele MSA in Staffordshire, UK, was the location of this incident on 13 March, which saw thieves take fashion clothing from a parked truck
- **€60,151** – In Ashford in Kent, UK, on 27 March, computers/laptops were stolen from a truck which had stopped in an unsecured parking location on an industrial estate.



MARCH 2018 INCIDENT NEWS  
CONTINUES ON PAGE 17

## WANT TO BE NOTICED BY SUPPLY CHAIN SECURITY PROFESSIONALS?

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



# LOSSES RECORDED IN 16 COUNTRIES



In March, the UK was the only country in the EMEA region to see its rate of recorded cargo crimes exceed double figures. The 105 incidents in the UK during the month represented 74.6% of the monthly total. There were eight newly-reported losses in both Germany and Sweden, while South Africa was the country with the fourth highest incident rate with four crimes notified to the IIS database.

Motorway Service Areas were the locations of 46 or 43.8% of UK incidents recorded last month, with several incidents at:

- Leicester Forest East between junctions 21 and 21A of the M1
- Toddington between junctions 11 and 12 of the M1
- Hartshead Moor between junctions 25 and 26 of the M62
- South Mimms near junction 23 of the M25
- Keele between junctions 15 and 16 of the M6

Losses were recorded in 14 IIS product categories, led by:

- Food & Drink – 26 incidents, 18.4% of the March total
- Tobacco – 11 or 7.8%
- Car Parts – 9 or 6.4%
- Clothing & Footwear – 8 or 5.7%

## MOST RECORDED TYPES OF CRIME

- Most reported location: Unsecured Parking – 111 or 78.8%
- Most frequent M.O: Intrusion – 121 or 85.9%
- More recorded incident: Theft from Vehicle – 105 or 74.5%

Intelligence shared with TAPA last month also revealed:

- A narcotic gas is believed to have been used to send a driver into a deep sleep while thieves stole part of a cargo of car parts on 27 March at a parking lot on the A14 between Dresden and Leipzig in Germany. The driver woke up after 10 hours and was experiencing several health problems. On checking his vehicle, he discovered the curtain tarpaulin had been cut and the products stolen
- Yet another 'blue light' incident ended with a truck being hijacked in South Africa. This crime on 27 March in Cotswold, Port Elizabeth, resulted in the loss of alcohol products. The truck driver was detained at gunpoint until the theft was completed
- In Salo, south west Finland, on 26 March, thieves stole 142 bicycles after breaking into a container onboard a trailer parked at a gas station



PRODUCT CATEGORY	No	%
Unspecified	39	27.7%
Food & Drink	26	18.4%
Miscellaneous	15	10.7%
Tobacco	11	7.8%
Car Parts	9	6.4%
Clothing & Footwear	8	5.7%
Computers/Laptops	7	5.0%
Furniture/Household Appliances	6	4.3%
Tyres	4	2.8%
Tools/Building Materials	3	2.1%
Pharmaceuticals	3	2.1%
Cosmetics & Hygiene	3	2.1%
Bicycles	2	1.4%
Metal	2	1.4%
No Load (Theft of truck and/or trailer)	2	1.4%
Phones	1	0.7%



- A Port Authority worker in Madrid is helping police with their enquiries after false documents were used to clear and release a container that had arrived from China with a shipment of cigarettes. The crime was discovered after the real driver arrived to collect the cargo. Police are still searching for a customs clerk who has failed to show up for work since the incident occurred
- Car airbags were discretely removed from sealed transport boxes being transported from Romania to Germany. The incident, believed to involve a six-figure loss, saw the manipulation of the cargo's security seals and was only discovered when the shipment was checked at the receiving plant in Germany on 15 March
- Six armed men hijacked a truck carrying frozen food while it was en route in Naples, Italy, on 6 March. However, the incident on the A1 in Casoria was witnessed by officers from the Carabinieri, who were able to block the truck's escape, arrest the suspects and seize a number of weapons

# STANDARDS FAQs #8



## 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.

As we are achieving steady growth in the number of FSR and TSR certifications being awarded, we are also receiving more questions on the auditing process. In this edition of our Standards FAQs we answer three of the most regular questions put to us by our members on the topic of who can or cannot complete the necessary audits to ensure compliance to the TAPA Standards.

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](mailto:info@tapaemea.org)

### Question 1.

*I see three different types of audits mentioned in the Standards. Can you explain what they are for?*

#### Answer:

The three types of audits mentioned in the Standards are:

1. TAPA CERTIFICATION AUDIT - Conducted every 3 years by a TAPA-trained Authorised Auditor (AA)
2. SELF CERTIFICATION AUDIT (FSR Level C and TSR Level 3 only) - Conducted every 3 years by a TAPA-trained Authorised Auditor (AA)
3. SELF AUDIT OR INTERIM SELF AUDIT - Conducted by a representative of the certification holder. An internal process in place in order to monitor compliance, in years two and three, inbetween formal certification audits conducted by an AA.



### Question 2.

*Who can qualify as an Authorised Auditor (AA)?*

#### Answer:

There are two types of AA:

1. An auditor can be recognised as an AA when they have taken TAPA training, passed an exam and are working for a TAPA-approved Independent Audit Body. They must have taken the training for each relevant TAPA Standard where they are recognised as an AA. They can perform certification audits for any level of the standard.
2. A LSP/Applicant representative who has taken TAPA training and passed an exam can be recognised as an AA. They must have taken the training for each relevant TAPA Standard where they are recognised as an AA. They can only perform certification audits for the lowest level of the Standards (FSR Level C or TSR Level 3)

and for their own employer's business. They cannot certify their sub-contractors or other businesses.

### Question 3.

*What are the requirements for the LSP/Applicant person who is conducting the interim self audits between certification audits? Must this person be an Authorised Auditor (TAPA trained/approved)?*

#### Answer:

TAPA Standards do not require that the person completing and submitting the annual self audits (years 2 and 3) is trained by TAPA or is a qualified TAPA Authorised Auditor. However, there may be regional differences. TAPA EMEA and TAPA AMERICAS will currently accept annual self audits that are submitted by non-TAPA trained personnel. TAPA APAC requires a TAPA-trained and authorised person to submit these audits. TAPA hopes to standardise on one of these methods as part of the next Standards version update cycle.

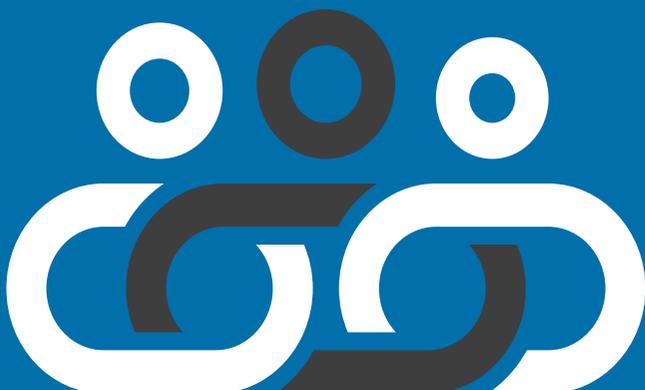
# STEP UP & STAND OUT

# 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	Bollore Logistics Italy S.p.A.	IT	Milan	A
FSR	BTV Spa	IT	Vicenza	C
FSR	DHL Express	PL	Pyrzowice	C
FSR	DHL Express - Bahrain Country Office Operations	BH	Muharraq	A
FSR	DHL Express - Sky City	AE	Abu Dhabi	A
FSR	DHL Express (Jabel Ali)	AE	Dubai	A
FSR	DHL Express (Meydan)	AE	Dubai	A
FSR	DHL Express Ghana	GH	Accra	A
FSR	DHL Express Ivory Coast	CI	Abidjan	A
FSR	DHL Express Macedonia DOOEL	MK	Skopje	B
FSR	DHL Freight/PPL Brno	CZ	Modřice	C
FSR	DHL SNAS Lebanon	LB	Beirut	A
FSR	Dnata B.V.	NL	Schiphol	A
FSR	DPDgroup UK Ltd	GB	Southall	A
FSR	DPDgroup UK Ltd	GB	Leeds	A
FSR	DPDgroup UK Ltd	GB	Southwark	A
FSR	DPDgroup UK Ltd	GB	St Austell	A
FSR	Flextronics Logistics B.V.	NL	Oostrum	A
FSR	One2one Logistics Solutions (an Ingram Micro Company)	ES	Guadalajara	A
FSR	PRS Distribution Ltd	GB	Slough	A
TSR	Company Name	GB	Slough	
TSR	BTV SPA	IT	Level 3/Category Large	
TSR	De Jong Koeriers B.V.	NL	Level 1,2 & 3 / Category Small	
TSR	Time Shuttle GmbH	DE	Level 1 & 2 /Category Medium	
TSR	Transporti Internazionali Transmec s.p.a.	IT	Level 3 / Category Large	



## WELCOME TO THE TAPA FAMILY

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

Company	Country	Website
Boonstra Transport B.V.	NL	<a href="http://www.boonstra-transport.nl">www.boonstra-transport.nl</a>
Pharmaceutical Cargo Security Coalition	US	<a href="http://www.hdapcsc.org">www.hdapcsc.org</a>

# TAPA AND INDUSTRY *events...*

## MAY

07-	<b>SOFEX</b> - Amman (JO) <a href="http://sofexjordan.com/">http://sofexjordan.com/</a>
08-	<b>ROTRA</b> - Kielce (PL) <a href="http://www.targikielce.pl/en">www.targikielce.pl/en</a>
10-	<b>Hafengeburtstag</b> - Hamburg (DE) <a href="http://www.hamburg.de/hafengeburtstag/">http://www.hamburg.de/hafengeburtstag/</a>
15-	<b>For Logistic</b> - Prague (CZ) <a href="http://forindustry.cz/">http://forindustry.cz/</a>
16-	<b>Transbaltica</b> - Vilnius (LT) <a href="https://www.litexpo.lt/en/exhibitions/transbaltica-2018">https://www.litexpo.lt/en/exhibitions/transbaltica-2018</a>
18-	<b>Securexpo</b> - Athens (GR) <a href="http://www.securexpo.eu/en">http://www.securexpo.eu/en</a>
22-	<b>Securex</b> - Johannesburg (ZA) <a href="https://www.securex.co.za/">https://www.securex.co.za/</a>
23-	<b>ITF Summit</b> - Leipzig (DE) <a href="https://www.itf-oecd.org/summit-events">https://www.itf-oecd.org/summit-events</a>
25-	<b>TAPA PARTICIPATING</b>

## MAY

30-	<b>Black Sea Ports &amp; Shipping</b> Varna (BG) <a href="http://www.transporevents.com/">http://www.transporevents.com/</a>
31-	
<b>JUNE</b>	
04-	<b>European SCL Summit</b> Amsterdam (NL) <a href="http://www.sclsummit.com/">http://www.sclsummit.com/</a>
06-	
05-	<b>Infosecurity Europe</b> Join Europe's premier information security event running 05-07 June 2018 at Olympia, London. <b>REGISTER NOW</b> <a href="http://www.infosecurityeurope.com/">http://www.infosecurityeurope.com/</a>
07-	
05-	<b>ISS World Europe</b> - Prague (CZ) <a href="https://www.issworldtraining.com/ISS_EUROPE/">https://www.issworldtraining.com/ISS_EUROPE/</a>
07-	

## JUNE

05-	<b>S.I.L.</b> - Barcelona (ES) <a href="http://www.silbcn.com/en/index.html">http://www.silbcn.com/en/index.html</a>
07-	
11-	<b>World Mail &amp; Express</b> - London (GB) <a href="https://www.wmxeurope.com/">https://www.wmxeurope.com/</a>
13-	<b>TOC Container Supply Chain Europe</b> Amsterdam (NL) <a href="https://www.tocevents-europe.com/en/Home.html">https://www.tocevents-europe.com/en/Home.html</a>
12-	
14-	<b>Automotive Logistics Europe</b> Bonn (DE) <a href="https://automotivelogistics.media/events/europe/2018-2/home">https://automotivelogistics.media/events/europe/2018-2/home</a>
12-	
14-	<b>IFSEC International</b> - London (GB) <a href="https://www.ifsec.events/international/">https://www.ifsec.events/international/</a>
19-	<b>E-Crime &amp; Cybersecurity Germany</b> Munich (DE) <a href="http://akjassociates.com/event/germany">http://akjassociates.com/event/germany</a>
19-	
27-	<b>UIC Global Rail Freight</b> - Genoa (IT) <a href="http://www.grfc2018.com/">http://www.grfc2018.com/</a>
29-	

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

# PARTNERS IN SUPPLY CHAIN RESILIENCE

TAPA EMEA wishes to thank all of the sponsors and exhibitors which contributed to the success of our conference in Warsaw, Poland, this month. We hope to see you again in Palma, Spain, in October.



## Sponsors & Exhibitors

