

# vigilant

THE MONTHLY CARGO CRIME UPDATE FOR TAPA'S GLOBAL FAMILY

## MONEY MACHINE

Cargo thieves steal over €80 million of products from supply chains in EMEA in just nine months

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# welcome

## WHEN A PROVEN SUPPLY CHAIN SECURITY SOLUTION IS AVAILABLE, WHY CONTINUE TO TAKE A RISK?

Another year is rapidly coming to a close but we work in a sector that never switches off from the threat of crime, and which is constantly looking for new and better ways to manage risk.

That is why we are all members of TAPA because, as individuals, we can only experience and learn so much, and only implement or manage what we know. As part of our Association, we are never alone when it comes to improving the resilience of our supply chains – we are part of a network in which ideas, intelligence and best practice are shared through a wide range of TAPA channels.

At the forefront of the cargo security solutions we provide are the TAPA Security Standards, which are highly respected by both the buyers and suppliers of transport and logistics services as the best supply chain security standards in the business. Why? Because the people who use them are the same people who have helped to create them and who are given the opportunity to revise them every three years.

As we all know, the next versions of our Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) are now being offered for final review before being completed in January, giving our members plenty of time to prepare for the new Standards when they go 'live' on 1 July 2020.

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*'TAPA Standards do not promise to mitigate every single risk but, as minimum security requirements, there is no doubt in my mind that buyers of logistics services will look favourably on working with partners which are seen to be doing everything possible to keep their products safe.'*

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We are hoping that having listened carefully to our members, the additions and changes to both FSR and TSR will encourage more companies than ever before to aim for TAPA certifications.

If you are looking for inspiration, I encourage you to read the article in this issue about Ekol's FSR Level A certification of its new 225,000 sq mt distribution centre in Turkey, a facility which boasts 245 truck docks and is, undeniably, one of the biggest warehouse operations ever to have successfully achieved the highest level of TAPA accreditation. We thank the Ekol team for sharing their experience with us and for offering advice on how to manage such a big project.

The latest Q3 2019 cargo crime data from our Europe, Middle East and Africa (EMEA) region reminds us of why we need to keep our supply chains secure. When over **€26.4 million** of products are stolen in the space of just 91 days, the risks we face simply cannot be ignored. Of course, TAPA Standards do not promise to mitigate every single risk but, as minimum

security requirements, there is no doubt in my mind that buyers of logistics services will look favourably on working with partners which are seen to be doing everything possible to keep their products safe.

Our Security Standards are a proven solution to reduce the threat of cargo crime. So, it is only natural that we should all ask ourselves why - when we know FSR and TSR can be so effective – we would take the risk of not implementing them.

No doubt this view is shared by the newly-elected members of our TAPA Asia Pacific Board of Directors. During their three-year term of office, they will certainly have an important role to play in increasing TAPA's presence in their dynamic region. We wish them well and look forward to working closely together in support of our global supply chain resilience goals.



Anthony Leimas  
Chair,  
TAPA Americas



# NEW BOARD ELECTED TO DRIVE TAPA APAC FORWARD OVER THE NEXT THREE YEARS

## TAPA Asia Pacific has elected a new Board of Directors for a three-year term of office between 2020-2022.

The new BoD will take office from 1 January 2020 and is as follows:

- Tony Lugg, Lear Corporation, Chairman
- Herdial Singh, Agility Logistics Services, Vice Chairman
- Sangar Kandasamy, Securiforce, Treasurer
- Roger Lee, Singapore Institute of Materials Management, Secretary
- David Ching, DHL Supply Chain, Member
- Dina Pascual, Jollibee Worldwide, Member
- Felix Li, Starbucks China, Member
- Keven Liang, Hewlett Packard, Member
- Lina Li, Signify, Member
- Selvaraj Balasubramaniam, Boehringer Ingelheim, Member



Tony Lugg



Herdial Singh



Sangar Kandasamy,



Roger Lee



Dina Pascual



Keven Liang



Lina Li



David Ching

## SOLAR PANELS THE TARGET AS BOGUS TRANSPORTERS STRIKE IN KARACHI

The latest cargo crimes reported to TAPA's Incident Information Service (IIS) in the Asia Pacific region include the theft of 695 solar panels from a Maritime Transportation Facility in Karachi on 27 September.

According to the intelligence report, the offenders used fake documentation and forged signatures to complete the collection of a container carrying the solar panels.

In India, TAPA has been notified of freight thefts in Bihar, Maharashtra, Jharkhand, Karnataka, West Bengal, Gujarat and Madhya Pradesh as cargo thieves targeted goods



including food and drink, cigarettes, steel pipes and a vehicle with no load. In the Philippines, the IIS team also received a report of a child seen using a hammer to try and smash their way into a truck while the vehicle was stopped in heavy traffic

Two crimes were also recorded in Australia. In the first incident in Melbourne, a postal delivery truck stolen along with its cargo was subsequently recovered by police, while in Broken Hill, New South Wales, a woman who stole a truck as the driver made a delivery to a destination facility in a shopping centre was apprehended after crashing into a fence after being pursued by police officers.



# EKOL RISES TO THE CHALLENGE OF TAPA FSR LEVEL A CERTIFICATION AT ITS 225,000 SQ MT, 245 TRUCK DOCK DISTRIBUTION CENTRE IN TURKEY ... AND PASSES ON ITS LEARNING EXPERIENCE

As the benchmark supply chain security standard for facilities, TAPA's Facility Security Requirements (FSR) are now being adopted at more locations around the world than at any time in the Association's 22-year history.

One of the latest and biggest facilities to be awarded TAPA FSR A certification is the 225,000 square metre warehouse operation and cross-dock centre of integrated logistics company Ekol in Turkey, where its clients include major retailers, healthcare and electrical companies.



*Vigilant* talked to the company's PMO Manager, Murat Türkçelik, about the challenges of gaining TAPA's highest FSR certification for such a large facility and the approach the company took to successfully meet the Association's security requirements.

Founded in 1990, Ekol operates over 1m sq mt of distribution centres in 14 countries. This included its TAPA FSR B-certified, 65,000 sq mt 'Orkide' facility, so when it moved from there to its new 245-dock 'Lotus' facility in the district of Kocaeli Province in the Marmara region of Turkey two years ago, it always intended to once again use FSR at the heart of its security programme and to step up to Level A of the Association's requirements.

*'We began our preparations for FSR A approximately two years ago and, as a new facility, we were able to design TAPA's requirements for FSR A into the building's design process, including main investments such as the facility's CCTV and access control systems.'*

"Lotus is our exclusive facility for our clients and we wanted it to meet the highest levels of certification for security, fire safety and environmental compliance. We began our preparations for FSR A approximately two years ago and, as a new facility, we were able to design TAPA's requirements for FSR A into the building's design process, including main investments such as the facility's CCTV and access control systems," Murat says.

One of the biggest challenges was meeting the security requirements for a facility with so many cargo doors. Murat adds: "The Lotus facility has 245 docks, which made it challenging to take decisions, apply any changes,

and to control and test changes relating to the dock doors and openings. The sheer size of the building made the validation processes hard as did working with, and coordinating, different contractors for different systems, so we had to change our TAPA audit date a couple of times to ensure we were ready."



Ekol's TAPA FSR A certification programme was managed by an internal project team consisting of members from different departments of the company, led by Murat as PMO Manager.

"Some requirements of FSR A are really tough to meet so we needed to make specific modifications to the building, such as changing the locations of some doors, covering all tilted windows with a fence coverage, etc. Following the TAPA FSR requirements forced us to see all risky points and weaknesses and to cover all of these. It was a guide for having a secure building and keeping the facility secure for years to come."

As part of its preparations, Ekol carried out a pre-audit with the TAPA auditor, Scott Swanson of Bureau Veritas, one year before the main audit. This gave Scott the opportunity to familiarise himself with the building and, even more importantly, enabled Ekol to create a gap analysis report to focus on ahead of its main audit.

Now, having successfully completed its FSR A certification, Ekol is able to focus on the business advantages TAPA certification offers.



Murat says: "Security is one of the most important requirements potential clients want us to meet. Having our TAPA FSR Level A certificate for our Lotus facility places Ekol one step ahead of many of our competitors. Another benefit is that the existing clients we serve in Lotus don't need to conduct their own individual security audits while we have TAPA A certification."

"Our customers are glad to be served in such a secure facility and they feel confident that their products are in secure hands. Also, customers who know what it takes to meet the TAPA FSR A requirements have congratulated us for our achievement. We absolutely believe meeting the Level A standard will help us to win more business. In RFI and tender forms from companies, we can confidently answer questions about security requirements by referring to our TAPA FSR A certificate, which also reinforces Ekol's commitment to meeting the highest global standards as well as our ability to achieve challenging goals."

**How much easier is it to meet the TAPA Standard when you are opening a new building?**

"It depends on the business case behind the decision to build a new warehouse. We are much more aware of the FSR requirements and we have lots of lessons learned. We included all this know-how into our design and planning processes. In the future, when we decide to build a new facility with high security, it will be easier to meet TAPA Standard."

Looking to the future, Ekol is planning to meet TAPA's Trucking Security Requirements (TSR) within the next couple of years to support its large transport fleet too.

**So, what is the best advice Murat can offer to other companies getting ready to TAPA certify a major logistics facility?**

"Organising a gap analysis with the participation of the auditor helped us a lot. Each facility has its own specific complexities and doing a brainstorming exercise with the auditor on site may be helpful for them also. Such complexities are much more in large facilities."



*'Security is one of the most important requirements potential clients want us to meet. Having our TAPA FSR Level A certificate for our Lotus facility places Ekol one step ahead of many of our competitors.'*

# BUILDING THE TAPA BRAND WITH EMEA REGION STAKEHOLDERS

Thorsten Neumann, President & CEO of TAPA for the Europe, Middle East & Africa (EMEA) region, shares the latest update on some of his and the Association's latest activities aimed at accelerating TAPA EMEA's growth, development and influence, and delivering more benefits to our growing membership...



## THINK ABOUT THE BIGGER PICTURE

Our latest Incident Information Service (IIS) intelligence shows more than **€80 million** of products have been stolen from supply chains in EMEA in the first nine months of 2019. That's equal to **€293,000** of goods being taken by cargo thieves every single day of the year.

As supply chain security professionals, we know that although these are eye-catching financial losses, they are still only a relatively small percentage of the total losses being suffered by businesses right across our region. For example, even though its study is now over a decade old, the European Parliament's estimate that cargo crime in Europe alone costs more than **€8.2 billion** a year is still considered to be one of the most accurate assessments of the impact on businesses.

As we try to compete for the attention of government ministries and law enforcement agencies to get them even more engaged with tackling losses from supply chains, we have to accept that it is only factual data, intelligence and

the broader impact of cargo crime that is going to move our challenges further up the policing and political agendas.

So, we need to be constantly looking for more evidence that shows the bigger impact of cargo crime. This includes how the proceeds of cargo thefts fund other forms of crime, such as organised crime groups, illegal immigration, drugs, people trafficking etc. We also need evidence to show how cargo crime impacts local and national economies and how it affects consumers. So, in addition to our constant reminders to share incident information with TAPA's IIS team, please think about the bigger picture and whether you have any broader intelligence to help strengthen our message. Your new information may just provide the 'door openers' we need.



## WELCOME TO THE FAMILY

In this issue, we introduce 15 new members who have joined the TAPA EMEA Family in the past month ... and they are all extremely welcome.

2019 will be a record year of growth for our membership in the region. We have been joined by 65 new companies since January, including global manufacturing brands in the pharmaceutical, food & drink, fashion & retail, and cosmetics & hygiene sectors as well as multinational and leading SME logistics providers.

Most importantly, every new member brings new experiences, ideas and opportunities to ensure we keep learning, sharing and moving forward as an Association. If you want us to contact your customers, partners or suppliers about joining TAPA EMEA, please send their details to [info@tapaemea.org](mailto:info@tapaemea.org)

## GREAT TO MEET...

My schedule continues to include a variety of great meetings with member companies and TAPA partners and suppliers. Since our Dublin conference, I've been to Newport in Wales for a face-to-face meeting with our Executive and Admin Team to discuss our strategy for 2020 and, as mentioned on page 7, visited our good friends at Hammer and Franz Wirtz. I've also been involved in discussions with BSI linked to the future of TAPA's global certification tool and met with law enforcement agencies. This has included a meeting with the German Ministry for Transport, the Ministry for Interior and other industry associations linked to cargo crime in Germany as well as the latest gathering of the LKA Project Cargo Team ahead of its next planned operation in Eastern Europe.

If there's someone you'd like me to meet, who can benefit our cargo crime and supply chain resilience objectives, just let me know.



## CONFERENCE CHANGES

We'll be making some changes to our conference agenda in 2020.

In Amsterdam, our conference will start at lunchtime on 18 March and our drink's reception will take place on that evening, followed by a full-day conference on 19 March and an end-of-conference dinner. We believe these changes will enable delegates to participate in the entire event and will create more time and opportunities to network and to engage with our sponsors and exhibitors.

We will also give you an opportunity to propose guests to join in our event – and plan to introduce a new session aimed at giving start-up companies a window of opportunity to present to us in a series of short five-minute slots.



## SHOW YOUR RESILIENCE

At our conference in Dublin, we offered members the chance to support our 'Making Global Supply Chains More Resilient' awareness campaign by applying TAPA branded decals to their transport fleets.

This will help to promote your membership of the world's leading Security Expert Network for everyone in the supply chain and sends a strong message to customers and prospects of your commitment to meeting the highest levels of supply chain security. It will also create more brand awareness of TAPA and support our growth ambitions.

Since Dublin, it has been my pleasure to join two of our members who have immediately stepped forward to support our campaign, notably Hammer and Franz Wirtz. Both companies are strong supporters of TAPA and were also the first to achieve TSR Level 1 certification globally, so their willingness to

place our new TAPA decals on their vehicle fleets was no surprise, but greatly welcomed.

I know other members are doing the same – and I urge you all to get onboard.



Signed up ... thanks also to Wilfried Witz, Iris Reichenbach and Dieter Guckes of Franz Wirtz, who I was delighted to visit with TAPA BoD member, Markus Prinz.



At Hammer with the company's Holger Ortwig, Markus Prinz and 'Tim' Wolfgang Hammer.

To request TAPA decals for your fleet, which are available free of charge to our members while stocks last, please contact us at [info@tapaemea.org](mailto:info@tapaemea.org)

## TECHNOLOGY TAKES CENTRE STAGE

As we completed our conference wrap-up meeting in Dublin last month, our attention immediately turned to our next event in Amsterdam on 18 & 19 March 2020.

Our first event of 2020 will have a strong technology theme and we are already talking with potential speakers and panellists who can inform our audience on topics such as:

- Blockchain
- Artificial intelligence
- Autonomous vehicles
- Social media threats

We will also retain our popular CSO Panel and bring together leading security experts to discuss future risks.

As always, we are open to your suggestions for potential topics and speakers, which you can send to us at [info@tapaemea.org](mailto:info@tapaemea.org)



## OUR BEST-EVER SECURITY STANDARDS



The 2020 revisions of our Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) have now been sent out to our members to review and comment on before the final versions of both Security Standards are published in January. The new Standards will then take effect on schedule on 1 July 2020.

With the help of the global TAPA Family – and the outstanding support of the team responsible for revising and improving our Standards – we are confident that the 2020 versions of FSR and TSR are our best Security Standards ever. And, that is exactly how it should be; a process of continuous improvement aligned to the needs of our members and able to address the present and emerging risks to supply chain security.

Figures for the first nine months of 2019 continue to show the progress we are making. The 721 TAPA FSR certifications to the end of September are up 8.4% year-on-year, while the 174 TSR certifications in EMEA are 15.2% higher than a year ago. Demand has also soared over this period for our Parking Security Requirements, with certifications and sites joining our secure parking programme up 173.6% in a year.

With our new FSR and TSR Standards in 2020, we need to seize the opportunity to grow our certifications at an even faster pace. This is something we can all support. I believe it is also important that we consider ways to help those companies which are adopting our Security Standards to gain more benefits and exposure from their commitment to TAPA and to improving supply chain security. This is another item on my agenda for 2020.

# meet THE BOARD

As *Vigilant* extends its reach to the global TAPA Family, we'll be introducing you to some of the TAPA Board Members in the AMERICAS, ASIA PACIFIC and EMEA regions who are volunteering their time and expertise to drive forward the Association's goal of minimizing cargo losses ... so please meet ...

## Dina Pascual, TAPA APAC

### *Tell us about your day job*

Currently, I am the Senior Quality Assurance Manager of Jollibee Worldwide Services Distribution-Quality. I lead and manage the development of controls to ensure that Food Safety and Quality Management systems are adopted, practiced and effectively implemented across our entire supply chain work streams. Standards being my day-to-day breakfast, I am always searching for continual improvement that will create impact.

My line of work has always been about ensuring the quality and safety of food products processing, storage and delivery of globally renowned brands, including getting certified by top rate international quality management standards' certifying bodies. As a B.S. Chemistry graduate with a Post-Graduate Degree in Research and Development Management from the University of the Philippines, and as a Quality Assurance Practitioner for almost 22 years, I am considered an expert in managing audits and certification programs, including assessment and training, in the food industry. I am also a certified Lead Auditor for Food and member of the International Register of Certificated Auditors

### *When did you join the TAPA APAC Board?*

I was elected to the APAC Board this year and am now in the knowledge transfer period. I will fully start my term of office next January.



### *Why is TAPA's role so critical to driving supply chain security in the APAC region?*

The majority of global brands are manufacturing in APAC countries. There are enormous volumes of raw materials and finished products from various industries transiting through supply chains via air, sea, road and railways. Without adequate security controls in place, these corporate assets are at risk. Adopting TAPA's minimum Security Standards can provide a benchmark, as well as providing reasonable assurance, that cargo movements are controlled and losses are minimized.

### *Why was it important to you to become more actively involved in TAPA at BoD level?*

I was inspired by the kindness of TAPA's pioneers that I met during a conference at Clark in the Philippines, where I was acquainted with a number of security experts who had traveled from far afield to volunteer their time to promote the programs of the not-for-profit TAPA organization. I wish to become like them too and find fulfillment in doing extraordinary voluntary work.

### *What are your BoD responsibilities?*

During the knowledge transfer period, the BoD are bringing the new members up-to-speed so we have a head start when we take over. With my skillsets, the Chairman has requested that I join the Standards

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*'I have a very supportive management team who seized upon the opportunity and concept of using the TAPA Standards, which were introduced to them following a TAPA workshop I organized at our Corporate Tower.'*

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Committee and get heavily involved in the development of new standards, which I am completely excited about.

### **What do you bring to your TAPA role?**

I plan to introduce and represent food security and safety-related practices in the supply chain and expect there may be an opportunity to develop security standards or guidelines specific to this sector as TAPA's development programs move onwards. Sharing of best practices can only help all of us on our continuous improvement journey.

### **How supportive is your employer of the time you devote to TAPA?**

I have a very supportive management team who seized upon the opportunity and concept of using the TAPA Standards, which were introduced to them following a TAPA workshop I organized at our Corporate Tower. Our management were able to learn that by adopting TAPA Standards into our workstreams, the company can be assured of a more secure supply chain. As a result of the workshop, the management implemented the TAPA Standards within Jollibee Worldwide Logistics & Services (JWLS).

### **How do you believe TAPA is seen by supply chain security stakeholders?**

My role is not really engaged in the day-to-day security management of our facilities and trucking. However, it has a clear 'read across' and overlap in the goals of organizations. As TAPA migrates to the goal of building resilience in the supply chain, it means that more and more stakeholders will be included in the scope and protection of corporate assets and brands. From what I have experienced, I think there will be more supply chain stakeholders in other industries out there who will be able to realize the value of TAPA programs once they are adopted by their organizations.

### **What are you hoping TAPA globally and TAPA APAC can achieve in the next two years?**

The global supply chain is continuously expanding with inherent risks and security challenges following along. I am hoping for cohesiveness by TAPA's management bodies from both the global and regional spheres to be able to carve out new security standards and guidelines that address the growing concerns in

*'I am hoping for cohesiveness by TAPA's management bodies from both the global and regional spheres to be able to carve out new security standards and guidelines that address the growing concerns in Cybersecurity, Food Defense, Cold Chain, Manufacturing Scrap Management and other priorities in the next two years.'*

Cybersecurity, Food Defense, Cold Chain, Manufacturing Scrap Management and other priorities in the next two years.

### **How active are you in terms of promoting TAPA?**

I am a Buyer member working in partnership with several Logistics Service Providers. Since my company became a full corporate member and adopted the TAPA Standards, it follows that all service partners from distribution centers to trans-forwarders must adopt TAPA as well. We started by launching a TAPA Forum in early 2019, attended by most of our suppliers, and we are keen to promote being a member of TAPA, the sharing of supply chain-related incidents, and the benefits of certification of supply chains. My view is that TAPA members should take their existing programs to the next level of maturity.

### **What are your personal TAPA priorities for the next 12-24 months?**

First, I would like to familiarize myself with the work of the TAPA APAC Board and its interaction with the Worldwide Council. The next priority is to start working on the next 5-year strategic plan for TAPA



and its Standards, addressing the supply chain and focusing on the new emerging threats peculiar to those industries that have similar issues such as traceability of raw material and product, and cold chains which have grown considerably in recent years. My personal goal is to give back to the industry and contribute ideas which may influence the future.

### **If you can change one thing to benefit TAPA APAC and its members, what will that be?**

With my extensive knowledge of Food Safety and Quality Management systems as well as the Food Supply Chain, I think I will be able to make a significant contribution to the food defense security standard/guidelines that is in great demand across the region.

### **What can the APAC region contribute to benefit the rest of the global TAPA Family?**

From what I have experienced at the conference and seminar events, TAPA APAC has been targeting those areas impacting Buyer members in the Asia Pacific region, such as alignment of the TAPA programs with Government Supply Chain Security Programs, the GSR Standard (Guarding Security Requirement), the TAPA Scrap Management Guidelines and other ideas. As the world changes and the manufacturing base starts to move across the globe with the focus on localization, standards such as the GSR – which is still in the pilot stage – may be an option to use in other emerging markets where there are vast knowledge gaps in supply chain resilience and security. I believe the GSR, which now has certifications in Singapore and Malaysia, should ideally become a global standard, which would benefit those TAPA members operating in developing countries.

EUROPE, MIDDLE EAST & AFRICA REGION

# CARGO CRIME MONITOR

## CARGO THEFT BY COUNTRY



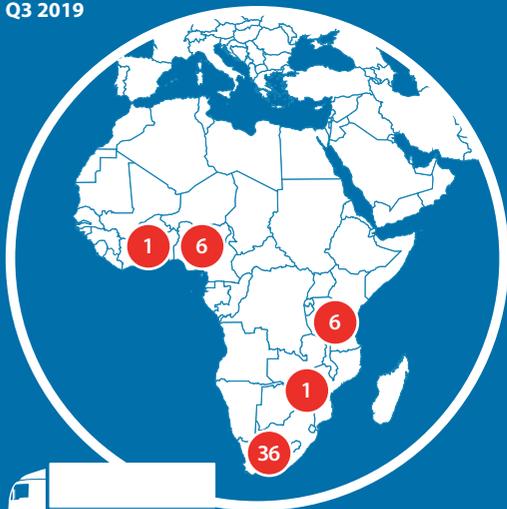
Q3 2019

Q3 2019

AUSTRIA	3 (0.5%)
BELARUS	1 (0.2%)
BELGIUM	11 (1.9%)
BULGARIA	2 (0.3%)
CZECH REPUBLIC	2 (0.3%)
DENMARK	7 (1.2%)
FRANCE	146 (24.5%)
GERMANY	38 (6.4%)
GHANA	1 (0.2%)
ITALY	15 (2.5%)
KENYA	6 (1.0%)
NETHERLANDS	136 (22.8%)
NIGERIA	6 (1.0%)
POLAND	2 (0.3%)
ROMANIA	2 (0.3%)
RUSSIA	66 (11.1%)
SOUTH AFRICA	36 (6.0%)
SPAIN	37 (6.2%)
SWEDEN	6 (1.0%)
SWITZERLAND	2 (0.3%)
UNITED KINGDOM	70 (11.8%)
ZIMBABWE	1 (0.2%)



Number of incidents in Q3 2019



# €1,300,822

Average loss for the 18 major cargo crimes reported to TAPA's Incident Information Service (IIS) in Q3 2019



# €26,455,200

Total loss for the 142 or 23.8% of crimes stating a value

# 19

Number of TAPA IIS product categories recording losses in Q3/19



# 596

Number of new cargo crimes recorded by TAPA's IIS in Q3 2019

## €17,440,800

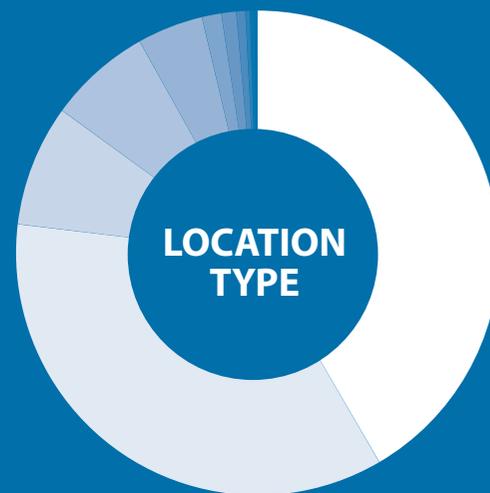
Biggest single loss - Theft of Jewellery/ Precious Metals from an Origin Facility in Sandton, South Africa, on 9 August

Number of countries in EMEA reporting incidents

# 22



Theft from Vehicle	259 (43.5%)
Theft from Trailer	131 (22.0%)
Fraud	65 (10.9%)
Theft of Vehicle	39 (6.5%)
Hijacking	23 (3.9%)
Theft from Facility	20 (3.3%)
Theft of Trailer	18 (3.0%)
Theft	14 (2.3%)
Truck Theft	11 (1.9%)
Theft from Container	7 (1.2%)
Robbery	6 (1.0%)
Theft of Container	2 (0.3%)
Clandestine	1 (0.2%)



Unclassified Parking Location	248 (41.6%)
Unknown	210 (35.3%)
En Route	48 (8.1%)
Origin Facility	41 (6.9%)
Destination Facility	26 (4.4%)
Services 3rd Party Facility	8 (1.3%)
Authorised 3rd Party Facility	6 (1.0%)
Maritime Transportation Facility	4 (0.6%)
Aviation Transportation Facility	2 (0.3%)
Road Transportation Facility	2 (0.3%)
Railway Transportation Facility	1 (0.2%)

**20** Crimes in EMEA recording a loss value of between €50,000 & €100,000 produced a combined loss total of €1,441,302

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

**€186,304** **AVERAGE LOSS VALUE IN QUARTER**

**41.6%**

Or 248 of the recorded incidents took place in Unclassified Parking Locations



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

Intrusion	386 (64.8%)
Unknown	78 (13.1%)
Deception Other	47 (7.9%)
Violent & Threat with Violence	42 (7.0%)
Deceptive Pick Up	17 (2.9%)
Internal	10 (1.7%)
Theft from moving vehicle	6 (1.0%)
Forced Stop	5 (0.8%)
Deceptive Stop	5 (0.8%)

# Q3 2019 INTELLIGENCE REINFORCES THE ALARMING RISE IN RECORDED CARGO CRIMES IN EMEA – BUT IS ALSO KEY TO THE RESILIENCE OF TAPA MEMBERS' SUPPLY CHAINS

Products worth more than **€80 million** were stolen from supply chains in the Europe, Middle East & Africa (EMEA) region in the first nine months of 2019, according to cargo thefts reported to TAPA's Incident Information Service (IIS) database.

New intelligence for Q3 2019 ending 30 September shows a total loss value for the quarter of more than **€26.4m**, adding to the **€34.2m** and **€21m** previously reported in the Association's Q1 and Q2 IIS reports respectively.

Based on these figures alone, losses for 2019 are now showing over **€293,000** of goods are stolen by cargo thieves every day.

It is also important to recognise that even these high values represent only a small proportion of the true cost of cargo crime in the EMEA region. In Q1, Q2 and Q3 2019, the total number of incidents recorded with a value were just 37.3%, 29.7% and 23.8% respectively and, most significantly of all, intelligence for the majority of thefts from supply chains is still impossible to source.

TAPA EMEA's latest quarterly analysis reveals a total of 596 new cargo crimes were notified to its IIS database during the three months to 30 September.

The combined loss value for the 23.8% of these incidents with a value was **€26,455,200** – producing an average loss for these crimes for Q3 2019 of **€186,304**.



TAPA gathered intelligence on cargo losses in 22 countries in the EMEA region in Q3/19. France and the Netherlands recorded the highest number of crimes in the Association's IIS database in this reporting period, due largely to the support and crime information given to TAPA EMEA by law enforcement agencies in both countries. France saw a total



of 146 actual or attempted cargo thefts, 24.5% of the Q3/19 total, while the Netherlands accounted for 136 or 22.8%.

#### Seven other countries recorded double-digit rates of incidents:

- United Kingdom – 70 incidents or 11.8% of the Q3 total
- Russia – 66 or 11.1%
- Germany – 38 or 6.4%
- Spain – 37 or 6.2%
- South Africa – 36 or 6%
- Italy – 15 or 2.5%
- Belgium – 11 or 1.9%

Crimes across all 22 countries being targeted by cargo thieves in the third quarter of 2019 resulted in the losses of high value, theft targeted goods in 19 TAPA IIS product categories.

While over half of the incidents did not specify the types of goods stolen or targeted, 11 product types recorded 10 or more losses, according to data shared with the Association. These were:

- Food & Drink – 60 cargo thefts or 10.1% of the Q3 total
- Furniture/Household Appliances – 28 or 4.7%
- Tobacco – 28 or 4.7%
- No Load (Theft of truck and/or trailer) – 25 or 4.2%
- Metal – 23 or 3.9%
- Clothing & Footwear – 18 or 3%
- Tools/Building Materials – 16 or 2.6%
- Cash – 13 or 2.2%
- Car Parts – 12 or 2%
- Computers/Laptops – 11 or 1.9%
- Cosmetics & Hygiene – 11 or 1.9%



PRODUCT CATEGORY	No	%
Unspecified	180	30.2%
Miscellaneous	154	25.8%
Food & Drink	60	10.1%
Furniture/Household Appliances	28	4.7%
Tobacco	28	4.7%
No Load —(Theft of truck and/or trailer)	25	4.2%
Metal	23	3.9%
Clothing & Footwear	18	3.0%
Tools/Building Materials	16	2.6%
Cash	13	2.2%
Car Parts	12	2.0%
Computers/Laptops	11	1.9%
Cosmetics & Hygiene	11	1.9%
Tyres	4	0.6%
Toys/Games	3	0.5%
Sports Equipment	3	0.5%
Pharmaceuticals	2	0.3%
Bicycles	2	0.3%
Phones	1	0.2%
Jewellery/Precious Metals	1	0.2%
Agricultural Materials	1	0.2%



**Major losses average €1.3m**

Major cargo thefts - with a value of **€100,000** or more – were recorded in 18 incidents during the quarter and accounted for **€23.4 million** of the Q3 loss total, an average of **€1.3m** per crime.



One crime dominated the Q3 results – the **€17,440,800** theft of diamonds, earrings, necklaces and watches after thieves forced their way into a luxury goods warehouse in South Africa and overpowered the staff, destroying the building's security doors in the process. The incident took place at an Origin Facility in Sandton, Gauteng province, on 9 August. Media reports claimed the building's CCTV cameras were not working at the time of the raid.

The other major cargo crimes TAPA EMEA is able to report involved losses of:

**€778,972**

The theft of a trailer and its load of computers/laptops on 1 September in Oss in the Netherlands' North Brabant province.

**€350,000**

A trailer and its cargo of alcohol products were taken from an unclassified parking location in Haafden, Gelderland in the Netherlands, on 27 July.

**€250,000**

Offenders broke open the locks and security seal of a trailer parked overnight in an unclassified parking place on the E42 in Le Roeulx in Hainaut province, Belgium, on 20 September, and stole its cargo of toys and games.

**€220,000**

The highest value loss recorded in the United Kingdom in Q3/19 saw thieves cut open the

curtain side of a trailer parked at a service station on the A14 in Cambridgeshire on the night of 3 September and escape with a shipment of computers/laptops.

**€199,808**

The deceptive stop and hijacking of a truck on the R21 highway in Irene, south of Pretoria, South Africa, on 27 August. Two of the four men who stopped the truck at the side of the motorway were reportedly dressed in police uniforms. After removing the driver from the vehicle, the offenders drove off in the truck, which was pulling two trailers loaded with beverages. On this occasion, law enforcement officers were able to recover the vehicle because the quick-thinking driver had activated a security tracker before stopping his vehicle. It is unclear whether the cargo was still onboard the truck when it was found.





### €187,000

Another high value loss of computers/ laptops in the Netherlands occurred on 28 September when thieves removed three pallets containing the goods from a truck in Haarlemmermeer in North Holland.

### €184,933

An 'Internal' M.O. was recorded for this loss of unspecified cargo on 9 September following a truck hijacking in Kleinmond in South Africa's Western Cape. Once again, tracking technology helped to direct police to an industrial area in Parow, a northern suburb of Cape Town, where they discovered the stolen truck and its driver. A search of a nearby storage facility recovered two products but the rest of the goods had already been removed.

### €180,990

TAPA continues to collate a growing amount of intelligence on cargo crimes in Russia, including this case of Fraud on 13 September when a driver offloaded 20 tonnes of clothing and footwear at an unauthorised location in Moscow after reportedly being instructed to do so by an unknown person.

### €160,020

Thieves also targeted a Maritime Transportation Facility in Durban, KwaZulu-Natal, on 1 August and stole a cargo of chemicals being stored in the facility. According to intelligence shared with TAPA's IIS, the cargo was taken to a warehouse in nearby Cato Ridge where the thieves are believed to have changed the packaging in order to sell the chemicals on the grey market for farming or industrial use.

### €130,349

Offenders removed the wall cladding of an Authorised 3rd Party Facility in York in the UK on 18 July. After making a hole in the wall, they were able to steal a large number of fruit juicer kitchen appliances.

### €122,405

Another case of a truck hijacking in South Africa following a deceptive stop. In this incident in Port Elizabeth on 22 July, the attackers stole 23 tonnes of copper.

### €115,000

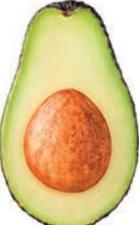
On 30 August, metal was also targeted by thieves in Germany. Over 20 tonnes of copper was reported stolen from an Origin Facility after offenders used fake company data and identities to make a fraudulent pick-up. The loss was only confirmed when the cargo failed to reach its destination as scheduled.

### €112,535

In Port Elizabeth on 19 August, another vehicle carrying a load of metal was hijacked by a group of offenders wearing reflective jackets and standing next to a white vehicle with a blue light. After flagging down the truck, they reportedly shot and killed the driver before fleeing with the vehicle and its load. The truck and its cargo were later recovered by police using the vehicle's GPS tracker.



In the second-tier loss category of between €50,000 and €100,000, TAPA EMEA recorded a further 20 incidents with a combined value of €1,441,302 or an average of €72,065. These included:

- **€99,366** – On 26 August, offenders reportedly bribed a truck driver delivering 410 portable generators and 560 four litre drums of oil to divert his truck to Oyo state in Nigeria
- **€87,556** – A shipment of tyres was stolen from a trailer left in an unauthorised parking place in Venlo in the Netherlands on 18 July 
- **€87,329** – Thieves stole 21,500 kilos of avocados from a vehicle in Gameren in Gelderland in the Netherlands on 9 August 
- **€86,772** – Cable was stolen while en route in Pskov in the North West region of Russia. This was another crime involving fraud and deception in which the driver was reportedly told to unload the cargo at an unauthorised location by an unknown person on 8 August
- **€82,314** – Fraud was also used on 26 July to steal a cargo of confectionary en route in Moscow, Russia
- **€80,000** – 220 televisions were stolen in this Theft from Vehicle on 27 September at a service station on the E55 highway in Chieti in Italy's Abruzzo region 
- **€80,000** – A full truckload of tyres and rims disappeared from an Origin Facility in Sehnde, Germany, on 22 August after thieves entered the warehouse and stole a loaded semi-trailer
- **€80,000** – No products were stolen in this crime but two empty cargo trucks were set on fire at the rear of a Services 3rd Party Facility in Bielefeld, Germany, on 8 August
- **€73,929** – Another case of fraud in Russia on 2 August resulted in the loss of a shipment of non-ferrous metal in St. Petersburg



- €70,411 – Russia was also the scene of this deceptive pick-up of 20 units of clothing and footwear in Moscow on 27 July

**The top five types of incidents reported to TAPA's IIS in Q3/19 were:**

- Theft from Vehicle – 259 (43.5%)
- Theft from Trailer – 131 (22.0%)
- Fraud – 65 (10.9%)
- Theft of Vehicle – 39 (6.5%)
- Hijacking – 23 (3.9%)

10 different types of locations were cited as the places where cargo crimes occurred in Q3 2019. Unclassified Parking Location was recorded in 248 or 41.6% of incidents in the quarter and this figure was probably considerably higher given that a further 210 or 35.3% of reports said the places where losses took place were unknown. Three other locations accounted for a further 115 incidents:

- En Route – 48 incidents or 8.1% of the quarterly total
- Origin Facility – 41 or 6.9%
- Destination Facility – 26 or 4.4%



# 10 Q3 CARGO CRIME FACTS

1. **Growth of Last Mile cargo crimes** – TAPA EMEA recorded 155 attacks on Last Mile delivery vehicles in 14 countries in the region; Austria, Belarus, Belgium, France, Germany, Italy, Netherlands, Nigeria, Poland, South Africa, Spain, Sweden, Switzerland and Zimbabwe. Products targeted included tobacco, clothing and footwear, food



and drink, cash, car parts, computers/laptops, furniture/household appliances, metal and pharmaceuticals.

2. **Russia dominates cases of Fraud** – 61 of the 65 crimes involving fraud in Q3/19 were reported in Russia and involved losses of clothing and footwear, metal, food and drink, car parts and tyres, cosmetics and hygiene products, furniture/household appliances, and tools/building materials. The criminals' M.O. frequently involved the use of fake company data as well as fake IDs and documentation to enable offenders to collect loads. Four other countries recorded cases of fraud; Belarus, Bulgaria, France and Germany. These crimes included losses of tobacco and food and drink products.



3. **7% of recorded crimes involved violence** – In Q3, TAPA EMEA received reports of loss of life and severe injuries as truck drivers were attacked by thieves with guns, knives and, in one case, a machete. South Africa was the country with the highest number of incidents involving violence or threat with violence – 22 of the 42 such cases in Q3/19 – while other attacks took place in France, Germany, Italy, Kenya, Netherlands, Switzerland and the United Kingdom.



4. **Hijackers most active in South Africa** – Once again, South Africa recorded the highest number of truck hijackings in the TAPA IIS database as thieves targeted a wide range of goods ranging from losses of two million tubes of toothpaste in Olifantsfontein to thefts of beer, car engines, brass tubing, cigarettes, cheese, nappies, metal and garage doors. 19 of the 23 hijackings in the quarter took place in South Africa.



Two incidents were recorded in Italy and there were single attacks reported in Bulgaria and Kenya.

5. **Multiple curtain-slashing incidents** – The Netherlands continued to see a high number of cargo thefts and attempted thefts in which thieves cut holes in the tarpaulin sides of trucks to steal the goods inside. These crimes included 26 trucks being targeted on the same night in August at a parking location in Hapert, North Brabant, and 20 vehicles having their curtains slashed on the same day at a gas station on the A73 near Venray. In the latter case, 6-8 offenders were seen acting suspiciously at the parking site.



6. **Recurring M.O. in South Africa** – Crimes involving the use of GPS jammers as well as offenders posing as police/traffic officers and using vehicles with blue lights to bring cargo trucks to a stop continued to feature in incident reports in South Africa.



7. **Facilities far more secure than trucks** – Only 20 or 3.3% of the 596 incidents recorded in Q3 2019 involved Theft from Facility crimes. 10 of these crimes occurred at Origin Facility sites and five were reported at Services 3rd Party Facilities. Two of these incidents were major losses – the aforementioned **€17.4m** theft of jewellery/precious metals and the **€130,349** loss of fruit juicers. The UK recorded the highest number of attacks on facilities, with eight in total in Q3/19. Other goods targeted in these crimes included coffee, cigarettes, pharmaceuticals, sportswear, household



products, power tools, cabling, computer equipment, saxophones, tyres, iron rods, and furniture/household appliances. Facilities were also targeted in France, Germany, Ghana, Kenya, Nigeria, South Africa, Switzerland and Zimbabwe.

8. **TAPA is growing its intelligence reach** – The Association's efforts to build information sharing partnerships with national law enforcement agencies, and other reliable sources of incident data, is giving TAPA members greater insight into cargo crimes in more countries across the EMEA region. The 22 countries recording attacks on supply chains in Q3/19 were 10 more than in the same quarter of last year.

9. **Don't cut corners on due diligence** – One of the golden rules of supply chain resilience is to know who you're doing business with. As companies buy more transport capacity via online freight exchanges and regularly outsource work, it is more important than ever to carry out strict and thorough due diligence on every supplier, remembering the growing level of sophistication in fake identification documents etc. One crime reported to TAPA's IIS in Q3 2019 involved the theft of 17 pallets of Polymer, which had to be collected in Greece and delivered to Romania. A legitimate road

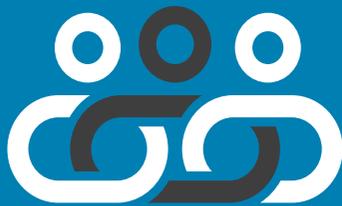
haulier received a transport order from a bogus Italian company to collect the cargo. Once the cargo was in transit, the driver was instructed to deliver to Sofia, Bulgaria, instead, where the goods were unloaded in a parking area and the haulier's paperwork was signed off, enabling the driver to leave. The cargo subsequently disappeared.

10. **Another all-time high for cargo crime** – 2019 was always going to set a new record for supply chain crimes recorded by TAPA's IIS in the EMEA region even before the Q3 data was released. The quantity of information now accessible to members in the Association's IIS database means it is now an even more powerful tool to help identify when and where cargo crimes are occurring as well as the modus operandi being used by offenders to ensure the security and resilience of high value, theft targeted goods in transit.

**All of the Q3 2019 data is available to members in TAPA's searchable IIS database.**



**WELCOME TO OUR NEW MEMBERS**



**Please join us in welcoming the latest members to join TAPA EMEA...**

Company	Country	Website
Ozon.ru	RU	www.ozon.ru
Unilever	GB	www.unilever.com
Brima Logistics	ZA	www.brima.com
PKM Logistique	FR	www.pkm-logistique.com
Coca-Cola European Partners	GB	www.ccep.com
Tehnotrans Dooel Skopje	MK	www.tehnotrans.com.mk
Milsped Group	RS	www.milsped.com
ARGOS Security BV	NL	www.argos-security.nl
ProtecTrans BV	NL	www.protectrans.com
Combined Private Investigation (CPI)	ZA	www.combinedpi.co.za
Garmin (Europe) Limited	GB	www.garmin.com
HPI GR	FR	www.groupe-hpi.com
Fraser Freight Ltd	GB	www.fraserfreight.co.uk
Mobil in Deutschland e.V	DE	www.mobil.org
TJX Europe	GB	www.tjx.com

**Please join us in welcoming the latest members to join TAPA Asia Pacific...**

Company	Country	Website
Total Cargo Logistics Solutions	Indonesia	www.totalcls.com
Wuxi JD-LINK Supply Chain Solution Co., Ltd / 无锡佳利达供应链管理有限公司	China	N/A
Chongqing Fujian Supply Chain Co., Ltd / 重庆富建供应链有限公司	China	www.chahuangye.com/qiye/5223047.html
Dongguan Roadsimple Supply Chain Management Ltd / 东莞市路迪森宝供应链管理有限公司	China	www.roadsimple.net
SunJex Logistics Corporation Ltd / 新杰物流集团股份有限公司	China	www.sunjex.com
Prime Certification & Inspection Asia Pacific	Philippines	http://www.primegroup.ae/
Shenzhen Ganbei Longxin Logistics Co., Ltd	China	N/A

# EYE-ON-TECH



## Five steps for cybersecurity

Anyone looking for best practices to combat cyberattacks should read these five steps to consider from Vanderbilt, covering choosing the right equipment, the weakest link, regular updates, encryption, and staying diligent.

[Read more here](#)

## Videotec announces ULISSE EVO to enhance airport video surveillance

Videotec's new ULISSE EVO PTZ range will integrate the high-sensitivity SONY FCB-EV7520 camera. This camera will provide a new level of high performance and exceptional image quality for the external surveillance of airports, critical infrastructures, and traffic. The new ULISSE EVO with the SONY FCB-EV7520 camera has a 30x optical zoom and a 1/2.8" Exmor RTM CMOS sensor with Full HD 1080/60p resolution that produces the highest image quality, even when surveying moving objects or in poor lighting conditions.

[Find out more here](#)

## See problems before they become costly failures

The Automated Fire Suppression System relies on FLIR thermal imaging cameras. Fixed-mounted thermal imaging cameras like the FLIR A310f, manufactured by FLIR Systems, Inc. can be installed almost anywhere to monitor the condition of critical equipment and other

valuable assets. Designed to help safeguard plant and measure temperature differences, they allow users to see problems before they become costly failures, thereby preventing downtime and enhancing worker safety.

[Read more at www.flir.com](http://www.flir.com)

## Flexibly support hundreds of cameras

Johnson Controls has released the newest version of Tyco victor video management and VideoEdge NVR systems designed to provide users with mission-critical, enterprise-level solutions, while also furthering the solution's cyber position and evolving the unification between the victor/VideoEdge and Tyco Software House C-CURE 9000 security and event management platform.

The release of version 5.4 offers dynamic features to flexibly support hundreds of cameras, empower facial biometrics, provide video media encryption, and improve management and organization of live and recorded video, including in C-CURE Unified environments.

The company says version 5.4 of victor and VideoEdge further strengthens existing cybersecurity measures to address the issue of file tampering and remote and local sabotage by encrypting the media stored on the NVRs. Other new functionalities include enhanced device addition, which adds flexibility and cuts down on time spent adding or editing cameras connected to the NVRs; integrity reports and audits for missing or modified media; and parallel recording of two video streams, providing a lower resolution option for fast download. With updated facial biometrics, this release promises better

runtime performance, accuracy, and the ability to simplify maintenance and bulk enrolment across the VMS with the addition of victor Identity Manager and the facial biometric engine update.

[Read more: www.americandynamics.net](http://www.americandynamics.net)

## LenelS2 add iCLASS Card Support and Phone as a badge functionality

LenelS2, a global leader in advanced access control systems and services, is making access control more convenient with its BlueDiamond mobile readers now supporting widely-used iCLASS card technologies. BlueDiamond has also been enhanced to include a Phone-as-a-Badge (PhaaB) feature, enabling hands-free access to building entrances, offices, meeting rooms, or any door with an enabled card reader.

LenelS2, in its ongoing technology collaborations with 3millID and with LEGIC Identsystems, has enhanced the reach of BlueDiamond multi-factor readers with additional support for iCLASS card application data. The readers now support virtually all major card technologies, from standard 125kHz proximity card technologies to MIFARE®, DESFire® EV1 and EV2 and now iCLASS card technologies, as well as mobile credentials using iOS®, Apple Watch® and Android® devices. BlueDiamond readers provide a cost-effective bridge for a planned migration from plastic to mobile credentials.

[Read more at www.lenel.com](http://www.lenel.com)

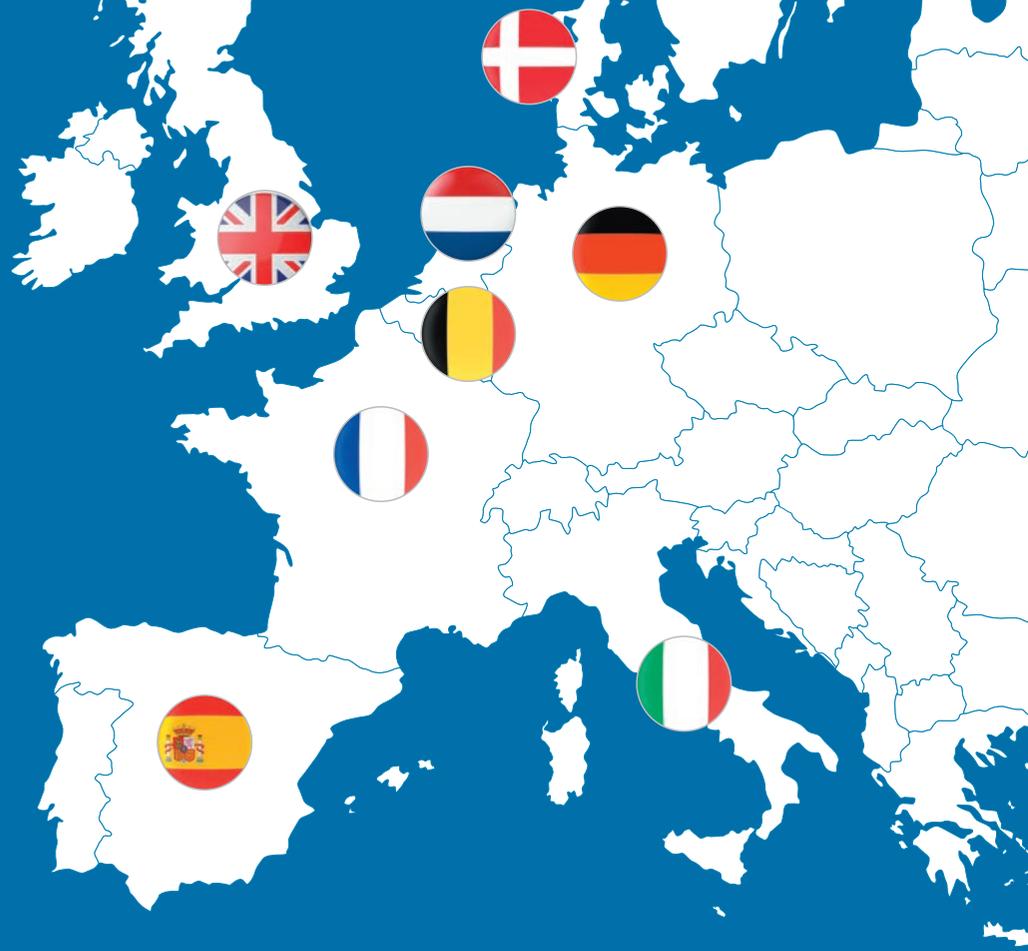
*Please note that none of the items covered in this section are endorsed by TAPA.*



# TOP 10 COUNTRIES RECORDING CARGO CRIMES IN EMEA IN Q3 2019

FRANCE	Number of crimes reported in Q3 2019
Hauts-de-France	36
Auvergne-Rhône-Alpes	22
Île-de-France	20
Centre-Val de Loire	17
Grand Est	16
Normandy	8
Provence-Alpes-Côte d'Azur	7
Nouvelle-Aquitaine	6
Occitanie	6
Bourgogne-Franche-Comté	4
Pays de la Loire	2
Brittany	1
Picardie	1
<b>NATIONAL TOTAL</b>	<b>146</b>

NETHERLANDS	Number of crimes reported in Q3 2019
North Brabant	50
Limburg	39
South Holland	25
Gelderland	9
Overijssel	5
North Holland	3
Utrecht	3
Drenthe	2
<b>NATIONAL TOTAL</b>	<b>136</b>





UNITED KINGDOM	Number of crimes reported in Q3 2019
South East	18
West Midlands	9
North West	8
East Midlands	7
Yorkshire & The Humber	7
East of England	6
Scotland	5
Unknown	3
Greater London	2
North East	2
South West	2
Ireland	1
<b>NATIONAL TOTAL</b>	<b>70</b>

RUSSIA	Number of crimes reported in Q3 2019
Central	40
Southern	8
Northwest	5
Urals	5
Volga	4
Siberia	3
Unknown	1
<b>NATIONAL TOTAL</b>	<b>66</b>

GERMANY	Number of crimes reported in Q3 2019
North Rhine-Westphalia	9
Saxony-Anhalt	5
Hesse	4
Lower Saxony	4
Rhineland-Palatinate	4
Brandenburg	3
Bavaria	2
Saxony	2
Schleswig-Holstein	2
Unknown	2
Baden-Württemberg	1
<b>NATIONAL TOTAL</b>	<b>38</b>

SPAIN	Number of crimes reported in Q3 2019
Catalonia	19
Castile and León	10
Madrid	5
Basque Country	1
La Rioja	1
Navarra	1
<b>NATIONAL TOTAL</b>	<b>37</b>

SOUTH AFRICA	Number of crimes reported in Q3 2019
Gauteng	15
Eastern Cape	7
KwaZulu-Natal	5
Mpumalanga	3
Western Cape	3
Free State	1
Limpopo	1
Unknown	1
<b>NATIONAL TOTAL</b>	<b>36</b>

ITALY	Number of crimes reported in Q3 2019
Apulia	3
Piedmont	3
Unknown	3
Lombardy	2
Abruzzo	1
Campania	1
Lazio	1
Veneto	1
<b>NATIONAL TOTAL</b>	<b>15</b>

BELGIUM	Number of crimes reported in Q3 2019
Hainaut	5
Namur	2
Liege	2
Antwerp	1
East Flanders	1
<b>NATIONAL TOTAL</b>	<b>11</b>

DENMARK	Number of crimes reported in Q3 2019
Zealand	4
Capital	2
Central	1
<b>NATIONAL TOTAL</b>	<b>7</b>



# STANDARDS FAQs #27



## 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 3-5 questions in *Vigilant* each month.

**TAPA members should now have received a notification from the Association informing them how to access the draft 2020 versions of the Facility Security Requirements (FSR) and Trucking Security Requirements (TSR).**

The updated Standards will replace the current versions on 1 July 2020.

For members using the existing 2017 versions of TAPA's Security Standards, we strongly advise that you take a look at the draft 2020 versions as they contain some significant changes to add greater flexibility. We hope these amendments will provide our members and the industry with additional options to mitigate supply chain security risks.

The draft Standards will be available to review and comment on until 6 December. After this date, based on members' feedback, TAPA will make any necessary adjustments and publish the final approved versions in January 2020.

We continue to receive questions about the changes the new Standards contain. In this issue, we share some of the answers we have provided most recently.

If you would like to raise a new topic for discussion or ask questions about one of our published responses, please contact us at <https://www.tapa-global.org/contact.html>



### Question 1.

***I'm told sea containers are now part of the TSR Standard. Is TSR now multi-modal and can I now certify my sea containers for transport by road, rail and sea?***

**Answer:** Sea containers transported over road by truck transport can be included in a TSR certification. There is also an additional option to include trucks, trailers and containers transported by rail if the rail transport provider can agree pre-conditions with a TSR certificate holder. However, for containers at sea, the TSR cannot specify mandatory requirements. In part, this is due to the fact that the TSR certification holder must have oversight and operational control of the services they manage. In addition, once a container goes into a seaport, the TSR operator hands over the control of what happens to the container to the port authorities and the shipping providers.

Other industry and regulatory requirements specify the security measures to be followed. These include:

- ISPC (International Ship and Port Facility Security Code)
- CSI (Container Security Initiative)
- CTPAT (Customs-Trade Partnership Against Terrorism)

The strengths and weaknesses of these programmes are well documented and can be readily sourced from the internet. TAPA accepts that there is still room for improvement to address security risks to cargo transported by multi-modal methods but, with TSR 2020, we are making a significant step in the right direction.

**Question 2.**

**Does the TSR address any of the threats we currently see with 'Last Mile' deliveries?**

**Answer:** The majority of truck cargo that is stolen is not covered by TAPA certification. Introducing TAPA Standards can have a positive impact on reducing threats to cargo, and not just for the final mile. More specifically, TSR 2020 will be broken down into transportation vehicle types or 'modules' as we will be calling them. It is now possible to separate out vans or fixed body trucks, trucks with trailers and trucks pulling sea containers. TAPA believes selecting the right TSR module, the right TSR security level and additional TSR enhancements, which can be added to the certification, will significantly reduce the threat to cargo and, in particular, the final mile delivery sector.



**Question 3.**

**We are already TSR and FSR certified. Will the new formats increase my costs and the number of requirements I need to be compliant with?**

**Answer:** If you do not wish to use new options which are included in FSR/TSR 2020, you should not see any significant changes to your existing FSR/TSR 2017 certification when you go through the re-certification process.



**Question 4.**

**Can I use and gain certification before the 1 July introduction of FSR/TSR 2020?**

**Answer:** Unfortunately, FSR/TSR 2020 will not be available for certification until 1 July 2020. TAPA will be offering some early certifications to operators which help us to pilot test the new versions, but because we have to provide new auditing tools, training services and back office support, we will not be ready to accept new certifications before the 1 July start date.

JULY							2020						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4							
5	6	7	8	9	10	11							
12	13	14	15	16	17	18							
19	20	21	22	23	24	25							
26	27	28	29	30	31								



**Question 5.**

**I see FSR 2020 will offer a multiple site certification option. I need to know more about this so I can see if it's something we want to introduce. Who can I contact?**

**Answer:** Make contact with us at <https://www.tapa-global.org/contact.html>

TAPA will assign the appropriate person to contact you to provide the information and support you need.



**TAPA EMEA 2020 Conferences – Sponsorship & Exhibitor Opportunities**

Don't miss out – request a copy of our new 2020 event brochure and make your brand stand out at our first event of the year in Amsterdam on 18 & 19 March.

**Contact:** [claudia.kusche@tapaemea.org](mailto:claudia.kusche@tapaemea.org)

# STEP UP & STAND OUT

# TAPA'S LATEST FSR & TSR SECURITY CERTIFICATIONS

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 completed by an in-house TAPA-trained person.

EUROPE, MIDDLE EAST & AFRICA REGION				
FSR	Company Name	Country	City	Class
FSR	Amazon UK Services	GB	Bolton	A
FSR	Amazon UK Services	GB	Coventry	A
FSR	Bleckmann Solutions B.V.	NL	Almelo	C
FSR	CEVA Logistics	NL	Born	C
FSR	CEVA Logistics	IT	Pomezia	C
FSR	CEVA Logistics	NL	Maarssen	C
FSR	CEVA Logistics	NL	Eindhoven	C
FSR	DHL Express (Finland) Oy	FI	Pirkkala	A
FSR	DHL Express (Norway) ICE	NO	Stavanger	A
FSR	DHL Express (Sweden) AB	SE	Landvetter	A
FSR	DHL Express Germany GmbH	DE	Erlangen	A
FSR	DHL Freight Finland Oy	FI	Hamina	C
FSR	DHL Global Forwarding (Austria) GmbH	AT	Fischamend	A
FSR	DHL International Botswana	BW	Gaberone	A
FSR	DHL International Ukraine	UA	Kiev	A
FSR	DHL International Ukraine	UA	Odessa	A
FSR	Farouk, Maamoun Tamer & Co.	SA	Jeddah	C
FSR	H.Essers & Zn. International Transport and Logistics NV	BE	Winterslag	A
FSR	Kuehne + Nagel Logistics B.V.	NL	Helmond	C
FSR	VCK Logistics SCS GmbH	DE	Dusseldorf	A
FSR	Malpensa Logistica Europa SPA	IT	Malpensa	A
FSR	Gebrüder Weiss s.r.o.	SK	Senec	A
TSR	Company Name	Country	Category	
TSR	P&M Expresse B.V.	NL	Level 1 / Category Medium	



## ASIA PACIFIC REGION

FSR	Company Name	Country	City	Class
FSR	DHL Express (Hong Kong) Limited	Hong Kong	New Territories	A
FSR	Harmony Shipping & Forwarding Agent Co., Ltd. (Beijing)	China	Beijing	A
FSR	DHL-Sinotrans International Air Courier Ltd.	China	Beijing	A
FSR	DHL Supply Chain (Malaysia) Sdn Bhd	Malaysia	Penang	A
FSR	Shenzhen Jiuli Supply Chain Co.,Ltd.	China	Shenzhen	A
FSR	Sinotrans Wuxi Logistics Co., Ltd.	China	Jiangsu	B
FSR	China Post Logistics(Fujian)Co.,Ltd.	China	Xiamen	A
FSR	Sinotrans Wuxi Logistics Co., Ltd.	China	Jiangsu	B
FSR	PRC Supply Chain Professionals, Inc. - Naga	Philippines	Naga	C
FSR	DHL Logistics Pvt. Ltd (New Delhi Warehouse)	India	New Delhi	C
FSR	PRC Supply Chain Professionals, Inc. - Iloilo	Philippines	Iloilo	C
FSR	Panalpina China Ltd - East Wing	Hong Kong	Hong Kong	C
FSR	Panalpina China Ltd - West Wing	Hong Kong	Hong Kong	C
FSR	PT.DHL Supply Chain Indonesia	Indonesia	Indonesia	C
FSR	Jentec Storage Inc. Cebu	Philippines	Cebu	C
TSR	Company Name	Country	City	Class
TSR	DHL Supply Chain (Thailand) Limited	Thailand	Bangkok	Level 2
TSR	Shenzhen Yinfeng Logistics Co., Ltd.	China	Shenzhen	Level 2
TSR	Grand Horizon (HK) SCM Limited	Hong Kong	Kowloon	Level 2
TSR	Grand Horizon (Shenzhen) SCM Limited	China	Shenzhen	Level 2
TSR	Kwong Fat Transport Ltd.	China	Hong Kong	Level 2



## AMERICAS REGION

FSR	Company Name	Country	City	Class
FSR	Yusen Logistics (Canada) Inc	Canada	Brampton, Ontario	A
FSR	DHL Express Uruguay s.r.l, Departamento de Canelones	Uruguay	Canelones	A
FSR	DHL Express Ecuador S.A.	Ecuador	Quito Pichincha	A
FSR	DHL Express Chile LTDA,	Chile	Santiago de Chile	A
FSR	DHL Express (Brazil) Ltda.	Brazil	Guarulhos International Airport, Guarulhos	A
FSR	DHL Express (Argentina, S. A.)	Argentina	Barrio Mataderos	A
FSR	DHL Global Forwarding	USA	Grapevine, Texas	A
FSR	DHL Express Americas	USA	Tucson, Arizona	A





## PROPOSED UNDERGROUND 'DELIVERY PIPELINE' COULD TRANSPORT 600 MILLION PARCELS A YEAR IN THE UK AS GOVERNMENT HELPS TO FUND 'DEMONSTRATOR'

A UK start-up with funding support from a government agency is behind what it calls a 'revolutionary delivery pipeline' that could be ready to start transporting hundreds of millions of parcels a year by 2022.

Magway says the solution could ultimately transport 600 million parcels a year and help tackle environmental and infrastructure challenges resulting from the exponential growth in e-commerce deliveries. From a cargo security perspective, in the longer-term, such a pipeline could potentially help to mitigate the growing number of criminal attacks on Last Mile deliveries too.

Founded by Rupert Cruise, one of the engineers involved in the development of the 'Hyperloop' high-speed transportation system, Magway has won a grant of some **€650,000** to build an operational demonstrator to show how a full-scale system would operate.

The company has reportedly already started discussions with retailers, supermarket operators and express companies about its plans. In a news report in *Lloyds Loading List*, Magway estimates that the tunnels, rails and freight pods will cost **£1.5 million** per kilometre, plus a further **£3.5 million** per kilometre for planning, installation and legal costs.

To read the full story, [click here](#)



## CARGO STOLEN IN AIRCRAFT HIJACKING IN PAPUA NEW GUINEA

An aircraft operated by a charter airline in Papua New Guinea was reportedly hijacked at the end of November and the pilot forced to fly it to a remote unused airstrip where the attackers escaped with its cargo. Eight men carrying firearms are said to have approached the Tropicair aircraft as it was refuelling. The cargo onboard the aircraft has not been identified.



## TRUCK DRIVER CHARGED OVER €10M COCAINE HAUL

Police in the UK have charged the driver of a refrigerated truck after finding **€10 million** on cocaine hidden amongst a cargo of frozen fish. The drugs were discovered during a search of the vehicle at Newhaven port in East Sussex. Officers are said to have recovered 97 packages, each containing one kilo of cocaine.

## ARRESTS IN CANADA AS POLICE TARGET CARGO THEFT RING

Canadian police believe they have intercepted a multi-million dollar cargo theft ring operating in Toronto after making six arrests as part of an investigation into a series of violent truck hijackings.

The arrests are being connected with the theft of **\$6.9 million** of smartphones and computer tablets from a truck in March 2019. The suspects face 63 criminal charges connected to alleged robberies in March, July and August and may be linked to other incidents in 2018.



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