

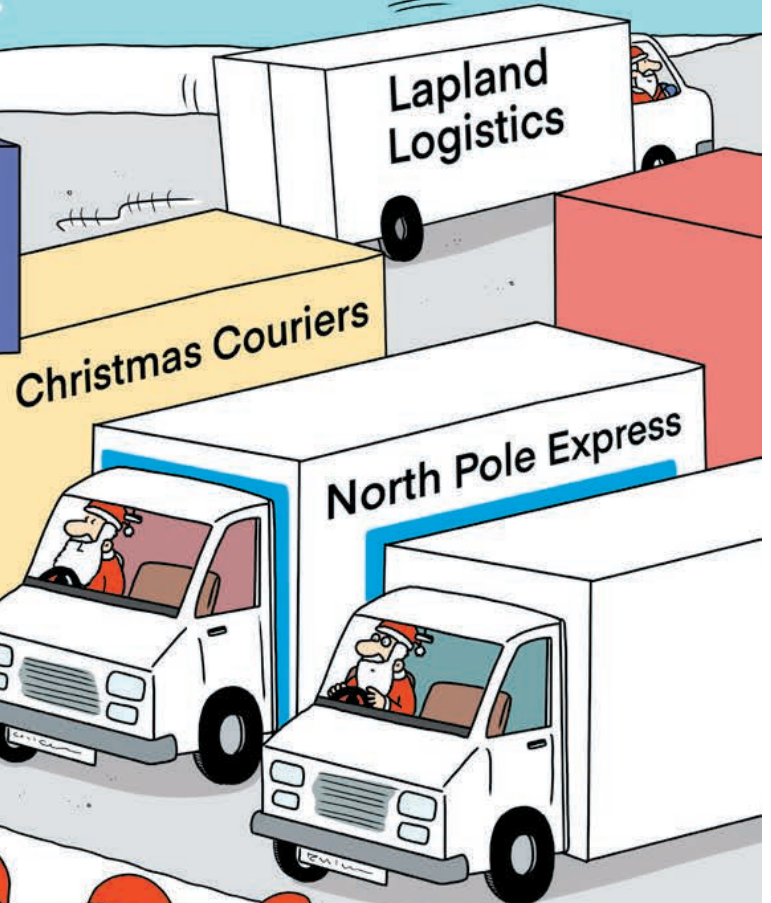
vigilant

THE MONTHLY CARGO CRIME UPDATE FOR TAPA'S GLOBAL FAMILY

GIFTS GALORE

We deliver your Christmas

Buddy, where's that email about fraudulent pick-ups? I think we may have a problem...



TRANSPORTED ASSET PROTECTION ASSOCIATION

welcome



A GREAT YEAR FOR TAPA... AND MORE WILL COME IN 2020

2019 has been another important year of growth and development for TAPA in each of our international regions.

The global TAPA Family is now bigger than at any time in our 22-year history and that is the most satisfying fact of all. To see more and more Manufacturers and Logistics Service Providers choosing to join our ranks is the clearest possible indicator that we are adding value to supply chain resilience programmes. We welcome them all ... and more will come in 2020.

Cargo crime is also getting much more recognition around the world from law enforcement agencies and regional and state governing bodies. In the EU, the European Commission's *Safe & Secure Truck Parking* programme is helping to bring the issue of cargo security to the attention of all EU Member States. And, in Rio de Janeiro – as we report in this issue – the regional government has committed \$118 million to new initiatives to tackle cargo thefts.

These are only two examples, but such programmes are already established or developing in other countries around the world, driven by the growing understanding that cargo crime is often simply a revenue stream to fund the more extreme activities

of organised crime groups. TAPA has an important role to play in this too by raising awareness of the consequences of cargo thefts at every opportunity we can create, and at the highest levels of government, companies and with other influencers.

In 2020, we will aim to do even more. More members, more Standards, more certifications and more intelligence sharing.

As the year comes to a close, on behalf of the global TAPA Family, I wish to thank everyone who has contributed to drive our progress this year, notably our Boards of Directors in the Americas, Asia Pacific and EMEA, our Working Groups and trainers, our law enforcement and independent audit body partners, and the companies who have sponsored or exhibited at our global events. Your support has been outstanding.

And, of course, to you our members, the biggest 'thank you' of all. Our great Association exists because of you and we are proud to serve you.

We wish you all a very happy Christmas and a prosperous New Year.



TONY LUGG
Chair
TAPA APAC

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TAPA EMEA MEMBERS VOTE IN FAVOUR OF CHANGES TO FUTURE-PROOF THE ASSOCIATION AND ACCELERATE GROWTH



Members have given their overwhelming support to replace TAPA EMEA's current Constitution and to implementing changes designed to future-proof the Association and provide more benefits for its growing membership.

95% of TAPA EMEA members who participated in the recent voting process supported the TAPA EMEA Board of Directors' recommendation to replace its current Constitution, following two years of planning to agree the best way to leverage and increase the Association's role as the leading Security Expert Network for everyone in the supply chain. The 'yes' vote will enhance the progress of TAPA's 2020 strategy, which has previously been shared with members during EMEA conferences.

TAPA EMEA has achieved strong growth in all its activities in recent years. Taking a longer-term view of the Association's role and potential to grow and deliver more benefits to its members, in 2017 the EMEA Board commenced a strategic review of the region's progress and future objectives. It was agreed that in order to sustain its success and accommodate further growth, the Association needed to move from a purely voluntary managed entity to appointing a full-time

executive team to manage its growing workload and to explore new opportunities.

As a consequence of this decision, in June 2019, the Board appointed Thorsten Neumann as the first full-time President & CEO of TAPA EMEA. The next step in this transition will be the move from a traditional Board of Governance to an Advisory Board overseeing the work of the Association. The Advisory Board will be made up of four elected members and three appointees, who will have oversight of not only the running of the Association but also of the new commercial arm which will assist the Association in providing services to non-members.

This work is now in progress and, in 2020, TAPA EMEA will have a transition Board consisting of the Officers (Chair, Vice Chair, Treasury) and the EMEA CCB (Change Control Board) who will invite three appointees to join them and remain in post until the next election in 2021. More information will be communicated to members throughout 2020 in preparation for the election, which will commence in Q4.



Thorsten Neumann said:
"Our members have given us a mandate to take TAPA EMEA to the next level. Taking this step means the foundation of the Association is strong and sustainable, and we can now focus on increasing our activities in all areas for the benefit of our members. In 2019, we have achieved our best-ever growth in members, Security Standards certifications and intelligence sharing. As we move forward, everything we do will be aimed at helping to increase the resilience of our members' supply chains."

The new TAPA EMEA Articles of Association will now be notarised and lodged with the Chamber of Commerce, in line with the Dutch regulation. Once this task is completed they will be published on the TAPA EMEA website. More information will follow shortly.



TAPA
Transported Asset Protection Association

TAPA SEEKS TALKS WITH EUROPEAN COMMISSION TO ADD VALUE TO NEW EU SAFE & SECURE TRUCK PARKING STANDARD

TAPA EMEA has called upon the European Commission to 'listen to the voices of buyers and decision-makers' to drive the growth of its new *EU Safe and Secure Truck Parking Areas (SSTPA) Standard*.

With the lack of secure parking places now representing the biggest threat to the safety and security of drivers, trucks and cargo in Europe, TAPA is ready to bring its more than 20 years' experience of overseeing successful certification programmes to the discussion table to work alongside the Commission's representatives. Working together, TAPA stated, will ensure businesses have access to, and trust in, a robust and affordable solution at a time when recorded criminal attacks on trucks in Europe are at their highest level in two decades.

TAPA believes aligning its own, fast-growing Parking Security Requirements (PSR) industry standard with the EU programme will help the Commission accelerate the growth of safe and secure parking places in Europe and eliminate any confusion in the industry between the two Standards.

In calling for constructive dialogue with the Commission, TAPA proposes adapting its PSR to embrace the core requirements of SSTPA, while retaining its existing and proven methods of oversight which has been supporting facility, trucking and secure parking certifications for industry for over two decades.

Thorsten Neumann, President & CEO of TAPA in the Europe, Middle East & Africa (EMEA) region, commented: "We are not looking to compete with the EU SSTPA, we simply want to add value to it. As the leading supply chain security association for manufacturers and logistics service providers, we represent secure parking buyers and decision-makers. In PSR, we have developed a Standard which has been created by industry, for industry and is already being used at 54 parking locations offering more than 7,500 secure parking places in 10 countries. By the end of 2020, we expect to have 80 PSR certified sites and have put the infrastructure and expertise in place to deliver a full end-to-end certification support to the industry.

"TAPA has played an active role in supporting the Commission's safe and secure parking standard but we also recognise that businesses are cautious because the EU LABEL project, the predecessor to SSTPA, failed to attract many parking sites and certifications were not maintained. Our solution is based on this business reality as well as our knowledge of what customers of secure parking places will accept. We support all initiatives, standards and regulatory requirements which promote the safety and security of people, goods, equipment and services in the global supply chain as long as they are affordable, easy-to-adopt, fit-for-purpose and sustainable.



We hope the Commission's representatives will step forward to talk to us to achieve a real step change in secure parking in Europe."

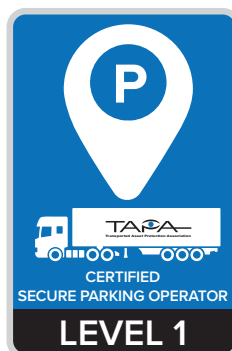
TAPA already works successfully with EU LANDSEC to support its security objectives.

"We confidently believe a mutually-recognised TAPA PSR Standard, aligned with the EU SSTPA Standard, will receive broad industry support because it makes no sense to have separate standards. The proposal we are making offers assurance to buyers of secure parking places and Parking Place Operators because it includes

TAPA's proven capability of administering and growing independent certification programmes alongside the requirements of the EU," Thorsten Neumann added.

TAPA's solution is outlined in its new Position Paper on 'Support for Truck Parking in European Union Member States'. To view the Statement, please [click here](#)

In the first 11 months of 2019, TAPA's Incident Information Service (IIS) recorded over 3,500 cargo thefts from trucks parked in unclassified parking locations in the EMEA region.



"We are not looking to compete with the EU SSTPA, we simply want to add value to it. TAPA has played an active role in supporting the Commission's safe and secure parking standard but we also recognise that businesses are cautious because the EU LABEL project, the predecessor to SSTPA, failed to attract many parking sites and certifications were not maintained. Our solution is based on this business reality as well as our knowledge of what customers of secure parking places will accept." THORSTEN NEUMANN

EYE-ON-TECH



The Intruder Alarm Report 2020

Sponsored by Texecom, this report looks at how increasing processing power and accelerating broadband speeds, cloud-managed solutions and the Internet of Things can create operational efficiencies for end users, making systems such as intruder alarms easier to install, programme, maintain and use, as well as creating a host of new revenue streams for installers.

Topics covered include:

- Evolving customer needs: how have they changed in recent years? How can installers match them?
- Digital services: how useful do installers find apps that work alongside the products they are fitting?
- Cloud services: are installers ready for it and do they appreciate the benefits, such as remote maintenance?
- Cyber security: is it more opportunity than threat?

Complete the short form to download this free trend report by clicking [here](#)

Genetec unveils next generation mobile license plate recognition system

The company says Genetec AutoVu™ SharpZ3 goes beyond license plate identification and brings new levels of innovation in vehicle analytics, situational awareness, and accuracy. The system will not only be able to improve the accuracy of license plate reads in difficult environments (such as bad weather, heavy traffic, and fast speeds) but will also be able to

instantly recognise additional analytics such as vehicle type, colour, and more. The AutoVu SharpZ3 system also features three optical sensors in the camera to provide additional analytics such as the precise positioning of detected objects, and a modular chassis to allow users to easily add new functionalities in the field without the complication and costs of hardware replacement.

For more information click [here](#)

New generation of AXIS cameras launched

Available as both indoor and outdoor models, the AXIS M11 Network Camera Series offer HDTV 720p/2 MP/5 MP resolution at 30 fps and include all the standard Axis features at an affordable price, the company says. Offering flexible, low-cost installation, the cameras use Power over Ethernet and redundant DC power. Plus, with a CS-mount with interchangeable lens, it's possible to change the lens to meet specific requirements. The compact cameras



feature Axis technologies such as Lightfinder for true colors in low-light and Forensic WDR for clear video in all lighting situations. Additionally, the indoor models, AXIS M1134, AXIS M1135 and AXIS M1137, feature a built-in microphone and audio recording making it possible to hear and register sound in a fixed area. Whereas the outdoor models, AXIS M1135-E and AXIS M1137-E, offer one-way audio that can record video with sound.

See more [here](#)

Honeywell introduces new intruder alarm system

MB-Secure is an innovative, modular platform that can be used in a variety of ways to implement a wide range of security solutions. It enables the straightforward integration of intruder detection, access control and video surveillance systems in one single control panel, Honeywell states.

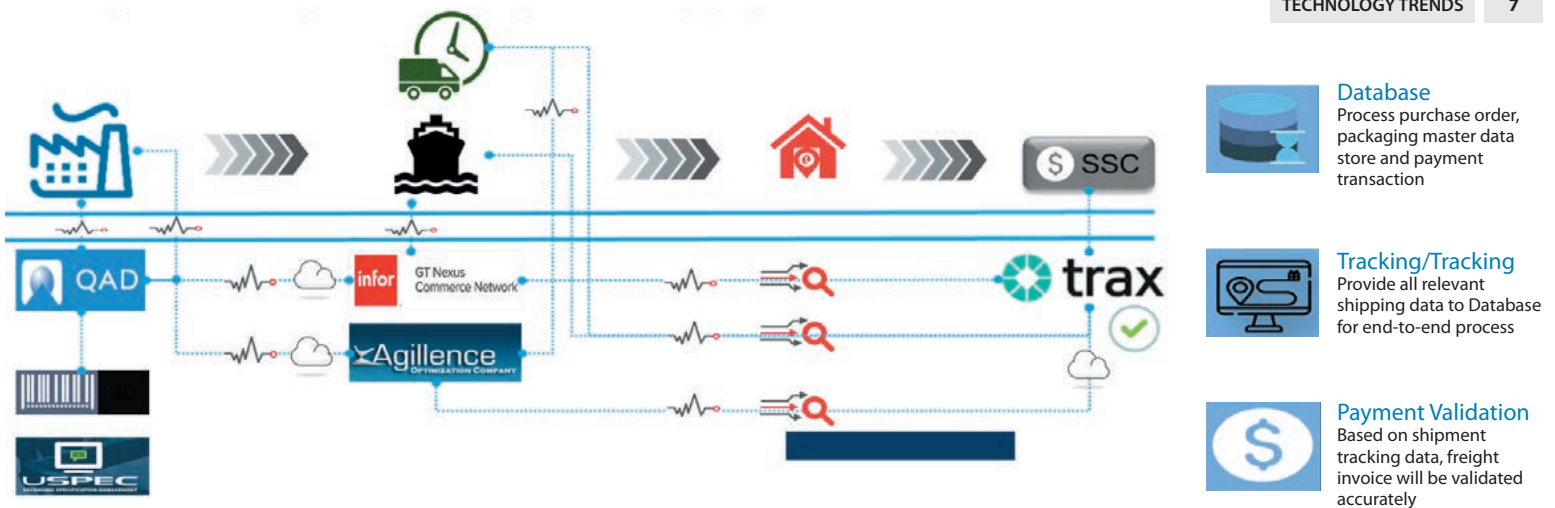
With the licence key, the installer can, for example, quickly and simply define performance features for areas, detector groups, area/time zones, macros, and data media. The key can also be used to define the desired features of the access control, the interface to the management system, the IP alarm transmission and the video integration.

Read more using this [link](#)

Cyber security trends in 2020

Want to read a prediction for the top five 2020 cyber security trends? **Then just click [here](#)**

The experts at *Professional Security* have also give their cyber predictions for 2020 – **read them [here](#)**



DIGITAL SUPPLY CHAIN: HOW CAN SUPPLY CHAIN VISIBILITY REDUCE YOUR LOSSES?

By Tony Lugg, Chairman of TAPA APAC

Although I've heard much talk about Industry 4.0 & the Digital Supply Chain, it seems that many organizations are still struggling to understand the benefits of digitizing their supply chains.

Having pioneered a truly integrated digital solution, I would not only like to thank my great team but also our logistics partners - TAPA members DSV Panalpina, Pantos Logistics and Dachser - who adopted the 4.0 concept and embraced it. I refer to my logistics providers as 'partners' in the true sense, seeing and valuing them as an extension of my own team.

The cross functional internal and external teams leading this program managed to collaborate and achieve a complete digital sequence of planning and ordering solutions that worked in tandem, creating visibility, not only at container level but also part level, across each touch point of the value chain. The digitization covered the complete P2P (Procure to Pay) process, which included automated

'In terms of lessons learnt, one key element that became apparent was that you don't need to be an IT guru to achieve digitization.'

invoicing and payment processes, and means human intervention is only required during exception management events with proactive notifications of service failures.

As all TAPA members know, one of the major factors of supply chain visibility is the need to proactively manage events that can quickly result in service interruption. The sooner these events are identified and managed, the faster we can resolve them. A quick speed of response also reduces consequential unbudgeted losses.

For every loss manager, a fully implemented digital supply chain integrated with IoT systems and processes can not only enhance supply chain security but also the integrity of the shipments, ensuring zero tampering of products. Digitalization can also offer real-time visibility and actionable intelligence to either prevent or detect an incident. Components that include GPS tracking, RFID tags, real-time shipment analytics to optimize routes and 24x7 monitoring with Red Flag indicators enable incidents to be escalated to the relevant stakeholders as soon as they occur.

With an increase in cybersecurity breaches, geopolitical issues, fluctuating customer demands, and natural disasters, risk leaders need to be prepared to handle almost anything.

Having achieved a digitalized process, the realized tangible benefits were apparent to all stakeholders, including our logistics partners. Not only was there a significant decrease in the Takt-Time taken to transact each entry but

the data accuracy was 100%, reducing errors, related hidden costs and resulting in increased customer satisfaction. Based on management by exception, the digitization process has also increased employee productivity by freeing up time to focus on value added work.

From the service provider side, the transactional management cost of each shipment has been significantly reduced, so the logistics provider is able to do more without increasing incremental headcount for any increase in business. The benefits for me, the customer, mean that my logistics providers maintain a USP over their competitors, which benefit our organization in the long-term.

The seamless integration across different platforms (IoT) resulted in cost savings, a reduction in overtime and workforce, improved process efficiencies, and full visibility and traceability of products, which is so critical in today's supply chain for aerospace, automotive, pharmaceuticals, cold chain and food and beverage where customers are looking for more agile and flexible supply chains.

In terms of lessons learnt, one key element that became apparent was that you don't need to be an IT guru to achieve digitization. What you need is lateral and logical thought processes and a team who can see and relate to your vision. The right people and leadership make the difference.

For further information on Supply Chain Digitalization in Asia Pacific, please contact the TAPA APAC secretariat at info@tapa-apac.org



SEE-THROUGH THE FRAUDSTERS

Statistically, the vast majority of goods transported by trucks arrive at their destination securely and as planned.

So, should the rise in the number of crimes involving fake carriers and fraudulent pick-ups recorded by TAPA's Incident Information Service (IIS) really be a concern? 305 incidents in 11 months – mostly in just one country – with a loss of just over **€12 million** is, in the overall scheme of things, almost to be expected given the sheer volume of trucks operating every day all over the world. Correct?

If, however, you're one of the victims of these types of incidents, you will almost certainly be taking the issue a whole lot more seriously. Individual losses can be substantial and one big truckload going missing can easily

jeopardise an entire customer relationship and potentially millions of euros of much-needed sales revenue.

Losses reported to TAPA's IIS involving fraud in 2019 include single thefts of:

- **€700,000** of perfume
- **€553,679** of cigarettes
- **€481,068** of pharmaceuticals
- **€245,658** of footwear
- **€240,362** of designer shoes
- **€211,708** of confectionary
- **€180,990** of clothing and footwear
- **€152,591** of computers and laptops
- **€150,100** of industrial computers
- **€144,342** of meat



- **€142,023** of fireworks
- **€141,998** of butter
- **€127,095** of cheese
- **€123,234** of phones
- **€115,000** of copper
- **€115,000** of household appliances and electronics products
- **€107,236** of household appliances

Much of the emotion behind these types of cargo crime stems from the fact that most are the result of simple negligence. We tend to refer to it as a 'lack of due diligence' and, in reality, what we mean is that someone just couldn't be trusted to carry out a series of very basic and straightforward checks on the driver and transport company stood at their warehouse reception, who they're about to let drive away with hundreds of thousands of euros of goods.

– but the Association has also been notified of cases in the US and Canada, India, the UAE, Austria, Belarus, Bulgaria, France, Germany, Italy, the Netherlands and Poland.



One of the leading authorities on the subject of fake carriers is international loss adjuster, Wim Dekeyser, who has been gathering and sharing intelligence on the perpetrators of

such crimes in the form of the company's 'warning system' and regular intelligence updates. This includes a list of nearly 500 names of transport companies associated with fraudulent pick-ups. 36 new company names have been added in 2019 so far.

The list is drawn from Wim's own sources, including insurers, logistics operators and electronic freight platforms.

One of his biggest concerns is the lack of due diligence implemented by some freight exchanges. In the last 18 months, he says it has become "more and more clear that the freight platforms do not screen thoroughly or at all. Frauds are being committed very rapidly after an account has been granted." Most of the offenders, Wim adds, still originate in Eastern Europe.

In one of the cases this year, where Wim and his colleagues were able to successfully recover some of the goods stolen, the fake

carrier involved committed its first crime within two days of opening an online freight exchange account. With the stolen goods then quickly shipped across borders, subsequent investigations are increasingly complex. He estimates that only 10-20% of goods from these types of crimes are ever recovered.

Most alarmingly of all, he suggests the proceeds of such crimes are also helping to fund the wider activities of organised crime groups.

With hundreds of thousands of loads being booked via online freight exchanges, nearly all will be completed correctly and professionally by perfectly legitimate, entrepreneurial transport providers. However, within such a dynamic business environment involving so many service providers, the door is clearly open for fake operators to exploit a market usually based on who offers the lowest price to carry a shipment of cargo from A to B, he says.

Wim is not alone in wanting freight exchanges to carry out more thorough checks before allowing new accounts to be opened, but he is not encouraged by what he has seen in recent times. "Since a case was upheld by the French Supreme Court last year, which made a freight platform completely liable for a cargo loss on the basis of insufficient screening, the main action we have seen being taken by platforms is to try and limit their liability even more in their contractual trading conditions.

"What we need to see is freight platforms changing their behaviour and putting an end to discrepancies which give customers a false feeling of security as well as an end to contracts excluding all liability. This is something I have already proposed to the four main platforms in the form of a new 'Modus Vivendi' in which they should – in some cases but not in all scenarios – accept some kind of financial liability or compensation when they are deemed to be at fault."

A lack of due diligence by companies making bookings with transport providers also falls under the watchful eyes of the insurance industry and there is little doubt that this costly lack of attention to detail is impacting insurance liabilities for businesses which fall victim to a fake carrier.



The true number of these crimes are almost certainly far greater than the statistics reported to TAPA, and are likely to be the preferred M.O. of criminals operating in countries all over the world.

IIS data for 2019 currently shows that of the 305 crimes involving fraud, reported to the end of November, 93% were recorded in Russia



The company's 'warning system' and regular intelligence updates includes a list of nearly 500 names of transport companies associated with fraudulent pick-ups. 36 new company names have been added in 2019 so far.



"For sure, more and more insurance companies will exclude this risk from their cover. Many logistics operators are not aware of this, nor of the fact that, in such a scenario, they will face an unlimited liability under the CMR conditions, because a fake carrier scenario is construed as 'wilful misconduct'. The risk that this leads to a bankruptcy of the logistics operator is real!" Wim adds.

The role of law enforcement agencies in crimes involving fake carriers should also bear greater scrutiny, he says. In some major European countries, Wim estimates that in 99% of cases, there is no successful outcome from police investigations though, on a more optimistic note, he highlights positive approaches by special police squads in the Czech Republic and Romania which have achieved significant results. He believes more public-private cooperation can replicate this progress in other countries too.

The big challenge is to overcome the image problem often associated with cargo crime, that it's a low priority for police agencies and, principally, only the loss of a truck's load and a matter for insurers. In reality, Wim states, such transport crime can be linked to more serious crimes like the narcotics trade or even terrorism.

Innocent transport providers also need to be vigilant so they do not become unwitting accomplices to a fake carrier cargo crime. It is not unknown for crime groups to make low, successful bids for loads via online freight exchanges and to then outsource the collection and delivery to a legitimate trucking company. The genuine operator will turn up to receive the goods with a driver, vehicle and

Innocent transport providers also need to be vigilant so they do not become unwitting accomplices to a fake carrier cargo crime.

'More and more insurance companies will exclude this risk from their cover. Many logistic operators are not aware of this, nor of the fact that, in such a scenario, they will face an unlimited liability under the CMR conditions, because a fake carrier scenario is construed as wilful misconduct.'

documentation that all checks out, only to be diverted to an unauthorised location by the offenders once the shipment is en route, from where the cargo subsequently disappears.

Wim is well aware of such a scenario: "This is indeed the case... so the criminals do not even need to have their own trucks."

Wim Dekeyser says logistics providers simply cannot be given enough warnings about the risks of fake carriers. His best advice, not surprisingly, is to only work with known transport partners and he recommends following 7 golden rules to help protect the resilience of cargo loads:

- 1) Refrain from working with carriers operating only with mobile phones and/or anonymous e-mail accounts, i.e. gmail, hotmail, etc;
- 2) Always check:
 - the official contact details of the contracting carrier (via internet/phone or business directories; companies not listed or which cannot be found are not reliable!);
 - the VAT number (on the EU.VIES website);
 - the location of the company via Google Street View;
 - the freight exchange member code.

- 3) Request and carefully check documents:
 - Transport License;
 - Insurance Certificate (check with the insurance company to confirm the certificate is genuine and is still valid for the time period).
- 4) Beware of very low price quotes which do not conform to the normal market level;
- 5) Refrain from offering valuable shipments on freight exchange sites, for instance copper, alcohol products, electronics, etc;
- 6) Always stay within the computer programme of the freight site to confirm the transport order. Never confirm an order directly to an unknown partner;
- 7) Stay away from freight sites if your Principals have forbidden the use of these.

"These guidelines are good basic principles for companies but the best guarantee of secure transportation is to remain extremely prudent and to contract only with reliable and known transport partners. There is no absolute guarantee to avoid these types of fraud and absolutely no room for complacency because criminals are becoming better organised and more inventive every day," Wim comments.



RIO DE JANEIRO GOVERNOR ALLOCATES \$118 MILLION TO HELP LAW ENFORCEMENT AGENCIES TACKLE CARGO THEFTS IN 2020



Cargo crime has blighted Brazil's business community for many years with thousands of attacks on trucks and facilities every year ... but the government crackdown on the perpetrators of these crimes is producing positive results and, in 2020, these efforts will be boosted further with significant new funding for the country's law enforcement agencies.

According to reports from Brazil, the state government of Rio de Janeiro will invest US\$118 million to support phase one of a programme to reduce cargo theft. To commence in early 2020, the investment aims to provide more protection for companies which, this year alone, are believed to have suffered losses in excess of \$2 billion.

These incidents have also resulted in the loss of some \$500 million in taxes, one report states, while the proceeds of cargo thefts

are also believed to be funding other serious crimes across the country.

Speaking at a crime prevention conference, Wilson Witzel, governor of the state, highlighted key areas where the funding will be allocated, which include:

- Closing road corridors and access to favelas
- 3-6 helicopters
- High-speed bikes

The money being invested in the programme comes from both the state and the private sector, with freight companies reportedly donating over a hundred million dollars to support the law enforcement initiative, such as the need for a sustainable solution to cargo crime.

On a positive note, the governor told conference delegates that cargo thefts on highways in the state had fallen by some 11% this year versus 2018. This has helped to reduce freight transportation costs, he added, presumably due to lower security or insurance

costs. The scale of cargo crime in Brazil has previously resulted in some insurers refusing to provide cover for certain loads in high-risk areas.

Other cargo crime prevention initiatives in Brazil, previously reported in *Vigilant*, include clear methodology to register freight thefts, improved intelligence sharing, close collaboration between the public and private sectors, the reopening of the country's Cargo Theft Steering Committee, and tougher sentencing for the perpetrators of crimes and resellers of stolen goods.

With 22,000 cases of cargo theft in 2019 in Brazil, businesses will clearly welcome all the help they can get.



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...



TIME TO COMMISSION TALKS

We all want to see a significantly bigger choice of secure parking sites in Europe and across EMEA because we all know it will help to reduce cargo crime.

TAPA is doing something positive about this with our Parking Security Requirements (PSR) and the European Commission is taking positive steps too with its *EU Safe & Secure Truck Parking Areas (SSTPA)*. Both Standards are raising the importance of secure truck parking and giving Parking Place Operators set requirements to meet.

However, the buyers of secure parking places – including the Manufacturer and Logistics Service Provider members of TAPA EMEA – don't want to have to negotiate nor understand different Standards. Nor should they need to.



TAPA's PSR is not trying to compete with SSTPA. Cargo security is not about competition. All we want to do is add value to the Commission's programme by offering our 20-plus years of experience of managing industry Standards, and by adapting PSR to embrace the core requirements of SSTPA, while retaining our existing and proven methods of oversight.

This will remove any confusion or uncertainty for users by aligning our commitments to more secure parking. It will also mean PSR and SSTPA move forward at a faster pace without any distractions. For TAPA, secure truck parking is a core focus and we have a Standard in place which the buyers of secure parking places have created for their own needs. Already, we have 54 sites and over 7,500 parking places in our database. Our wheels are already fully in motion.



We understand also that, for all of its commitment, the EC has so many other

important issues to address too, for example finding a compromise on planned reforms for road freight transport and the first EU-Mobility Package, which includes drivers' driving and rest periods. If the EC accepts our proposal for talks and our PSR/SSTPA solution, whatever else is being debated and challenged in the European Parliament, we will still be progressing secure truck parking.

If all that matters is to ensure more secure parking sites for trucks in Europe, then we expect the EC to talk to us and to welcome TAPA as a willing partner for secure parking, as it has already for land security. We'll keep you posted on our progress.

NEW INTELLIGENCE SOURCES TO MANAGE RISK

I am delighted to confirm that TAPA EMEA is partnering with Risk Intelligence to enhance the visibility of cargo theft incidents.

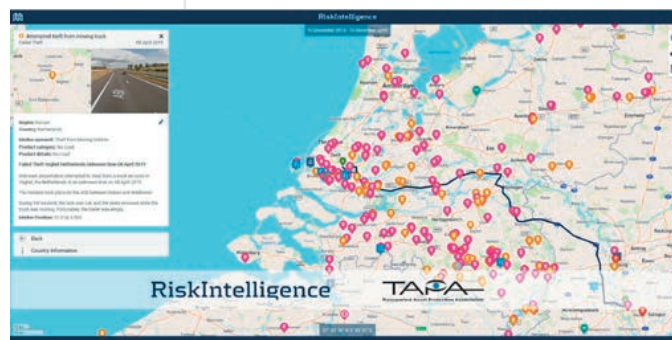
Risk Intelligence will incorporate a vast number of TAPA's recorded cargo theft incidents into its system and analyse and assess these incidents to create additional value to the data. This will provide RI clients with a dedicated cargo theft incident intelligence layer, which will enrich the

user experience and substantially increase situational awareness around hotspot areas.

Our closer relationship will also enable TAPA EMEA members to benefit from more intelligence and updates from Risk Intelligence. This will commence in the next issue of *Vigilant* when RI shares information on illegal immigration, a growing concern for the logistics industry which can have far-reaching impact on supply chain resilience.

As we look to deliver improved risk management

and greater supply chain resilience for our members, we will develop more of these relationships. Who else should we be working with? Let me know your thoughts.





LIKE WHAT YOU SEE?

If you follow me on social media and, especially, *LinkedIn*, you'll know I am sharing regular news and updates on TAPA EMEA. Please help us reach the biggest possible audience by sharing these with your own contacts and help us gain a bigger following and more members. We'd value your support.

NEXTGEN OF LEADERS

TAPA is proud to be helping to build the next generation of Supply Chain Security & Loss Prevention Experts through our participation in university programmes. We'll be discussing our work in the education sector in the next issue of *Vigilant*.



GOT YOUR STICKERS YET?

Is your transport fleet promoting your membership of TAPA? Don't forget to send us your requests for our new truck stickers, which are free to members, while stocks last.

**MAKING
GLOBAL
SUPPLY
CHAINS
MORE
RESILIENT**



VIEWS FROM THE TOP

We'll be reaching out to more of industry's leading Chief Security Officers in 2020 for their views on supply chain security and TAPA. And, they'll be sharing their thoughts with you at our events and via a series of video soundbites. Thank you to Frank Ewald, Head of Corporate Security Deutsche Post DHL Group, for kicking us off. You can hear Frank's views [here](#)

TAPA FIRST & FOREMOST

I was delighted, earlier this month, to be invited to address the first Group Security meeting of the newly-formed DSV Panalpina.

It was a welcome opportunity to speak to a great group of leading supply chain security professionals about customers' security expectations, supply chain resilience

challenges, the industry sectors being most impacted by cargo crime, and how legislation is having a direct impact on supply chain security.

It was also very satisfying that so soon after the merger of the two major companies, they recognised the importance of TAPA to their customers and their future. Thank you to all the participants for a very worthwhile exchange.



A BIG FAMILY CHRISTMAS

TAPA EMEA ends 2019 with its family of members at a record level. On behalf of our Board of Directors, I wish you all a very happy Christmas and a healthy, prosperous and resilient 2020... and send you all this special seasonal greeting with our very best wishes and thanks for your outstanding support this year [watch here](#)



AMSTERDAM 2020

TAPA EMEA CONFERENCE

18&19 MARCH 2020



Learn about security risks and opportunities for increased supply chain resilience as our expert speakers and panellists address topics including...

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

... and much, much more. Don't miss out.

REGISTRATION NOW OPEN!

Technology will take centre stage at TAPA EMEA's first conference of 2020 in Amsterdam on 18 & 19 March.

T2-Meeting welcomes Cargo Crime Task Forces and honors law enforcement partners for their commitment to reducing losses from supply chains in the Americas



A review by Cindy M. Rosen, Executive Director of TAPA AMERICAS

The Annual T2-Meeting of TAPA AMERICAS was held in Nashville, Tennessee, in early December. This meeting brings together members of the Association and guests from the public and private sectors, offering presentations that address the current and emerging issues in supply chain security, resilience, and cargo theft. It also provides a unique opportunity for attendees to meet Cargo Crime Task Forces from around the country and from all levels of government. Members enjoyed the chance to build relationships, enhance networks, and grow their knowledge base.

Addressing the group, TAPA AMERICAS Chairman, Anthony Leimas, highlighted year-end membership growth numbers of 16.4% over the prior year and the

ever-expanding menu of membership benefits. These now include real-time news feeds from popular security industry online journals, live and on-demand webinars, an Association blog, and a job posting platform.

PRESENTATIONS

Drew Jenkins, Vice President for Operations at the Center for Personal Protection and Safety, delivered a presentation on "Workplace Violence prevention and Extreme Violence Response." This one-hour presentation focused on the multitude of components to a viable workplace violence prevention (WPVP) and extreme violence response program. Key elements included:

- Defining what Workplace Violence is and how to recognize the warning signs
- Identifying what behaviors of concern are in your team members

- Review reporting procedures for employees if they suspect behaviors of concern
- Understand how domestic abuse relates to workplace violence
- Understand the national best practices of Run, Hide, Fight in response to an extremely violent situation
- Practice Run, Hide, Fight.

Scott Martino of Sensitech presented a look back at cargo theft intelligence reporting and trends. He spoke about the hotspots throughout the Americas and noted risk mitigation techniques that are proving viable.

The Southeast Cargo Theft Task Force, New Jersey Cargo Theft Division, North Carolina Department of Motor Vehicles, Southeast Cargo Theft Task Force, Norfolk Southern Railroad Police, and Cargo Theft Interdiction Program also delivered updates and trends within their regions and jurisdictions.

AWARDS

A few years ago, TAPA AMERICAS established a law enforcement recognition committee that awards law enforcement officers and supply chain security agents who have made significant contributions in the furtherance of supply chain investigations.

We reach out to our membership for recommendations and these are then considered for outstanding investigative techniques, industry collaboration, initiative, and effort that has been exceptionally above and beyond customary job duties within the last 18 months.



Kenosha County Sheriff's Department

This year, law enforcement awards were presented to the South Florida Cargo Theft Task Force (SFCTTF) and the Georgia Bureau of Investigation (GBI) Major Theft Unit (MTU). Specific recognition went to Special Agents Graham Rusk and Chelsea Stewart of the Georgia Bureau of Investigation. And, Detectives Enrique "Henry" Suarez Jr. and Ricardo "Ricky" Siverio of the Miami-Dade Police Department. Awards also went to the Kenosha County Sheriff's Department, specifically Detectives Jason Sielski, Kris Schwartz, and John Hasselbrink.



South Florida Cargo Theft Task Force (SFCTTF) and the Georgia Bureau of Investigation (GBI) Major Theft Unit (MTU)

The T2-Meeting is also the time for our annual awards presentations to deserving TAPA members. The "Chairman's Award" was presented to George Latsos, in recognition

and appreciation of his outstanding service, dedication, and commitment to TAPA AMERICAS.



George Latsos, "Chairman's Award"

The annual "Volunteer of the Year Award" was presented to Nathaniel White of Sanofi in recognition and appreciation of his contributions of time, resources, and leadership.



Nathaniel White, "Volunteer of the Year Award"

NEW BOARD MEMBERS

TAPA AMERICAS elected its 2020 Board of Directors in early December. New additions to the Board are David Evans, Scott Sullivan and Nathaniel White.

David Evans, CPP, is the Senior Manager of Global Supply Chain Security for Asurion. David is responsible for management of supply chain security operations globally. He is the primary POC and SME for security matters as it relates to loss, theft, compliance, transportation, shipping, and receiving. He is a Subject Matter Expert on various WMS systems, CTPAT, and TAPA, and a point-of-contact on all theft-related investigations and primary liaison to all law enforcement agencies and security partners.

Scott M Sullivan, CPP, PCI, is the Senior Supply Chain Investigator with TJX Co Inc. Scott is currently serving as the Chairman of ASIS International's Charlotte Chapter with 225 members, Chairman of ASIS International Supply Chain & Transportation Security Council with 35 members, as well as a Certified Auditor and Trainer for TAPA.

Nathaniel White is the Manager, Global Product Security at Sanofi. Nathaniel has served on the TAPA AMERICAS Standards Training Committee, been an active Standards Trainer, and served on the Education Committee and Membership Marketing Committee. He has also previously presented at TAPA meetings in the area of "Illicit Supply Chain Mapping."

SILENT AUCTION CHARITABLE DONATION

Each year, we take the opportunity to show our appreciation for the tremendous efforts by law enforcement by hosting a silent auction. The proceeds are donated to a charitable organization benefiting the law enforcement community.

TAPA members were, once again, very generous in providing items to be auctioned. TAPA AMERICAS awarded a check at the end of the meeting on December 11, with this year's auction far exceeding expectations. We raised \$8,100 USD for the efforts of the Metro Police Christmas Charities.



Metro Police Christmas Charities

The silent auction proceeds will benefit the Metro Police Christmas Charities, a 501(c)(3) non-profit charity that has been serving Davidson County (Metro Nashville, TN) for over half a century. Metro Nashville police officers encounter numerous disadvantaged families daily. Families are selected based on recommendations from police officers. Each family receives baskets of groceries and toys to celebrate the holiday.

SUMMARY

The meeting concluded with a Cargo Theft Task Force panel and an industry panel. Both of these sessions offered an interactive opportunity for attendees to address these industry professionals with questions and also produced a valuable exchange of best practices.

EUROPE, MIDDLE EAST & AFRICA REGION

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

OCTOBER & NOVEMBER 2019

AUSTRIA	1 (0.4%)
BELARUS	1 (0.4%)
BENIN	1 (0.4%)
BELGIUM	11 (3.7%)
FRANCE	5 (1.8%)
GERMANY	21 (7.2%)
GREECE	1 (0.4%)
ITALY	1 (0.4%)
MOROCCO	1 (0.4%)
MOZAMBIQUE	1 (0.4%)
NETHERLANDS	149 (52%)
POLAND	1 (0.4%)
RUSSIA	25 (8.7%)
SLOVAKIA	1 (0.4%)
SOUTH AFRICA	20 (6.8%)
SPAIN	1 (0.4%)
SWEDEN	1 (0.4%)
UGANDA	1 (0.4%)
UNITED KINGDOM	42 (14.6%)
ZIMBABWE	1 (0.4%)

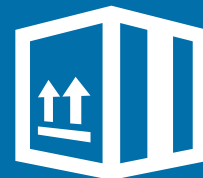


OCTOBER & NOVEMBER 2019



€329,517

Average loss for the 19 major cargo crimes reported to TAPA's Incident Information Service (IIS) in October & November 2019



€7,264,757

Total loss for the 56 or 19.6% of crimes stating a value

17

Number of TAPA IIS product categories recording losses in Oct/Nov 2019

286

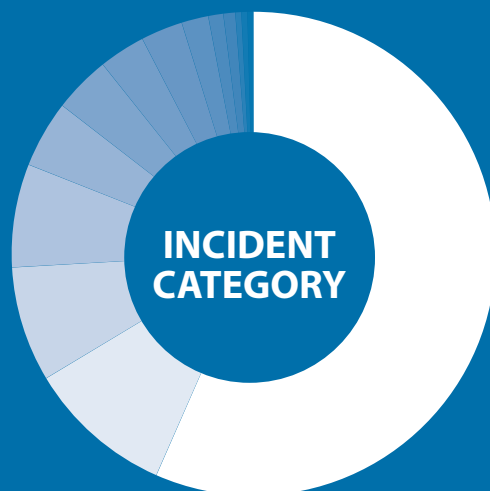
Number of new cargo crimes
recorded by TAPA's IIS in
October & November 2019

€1,500,000

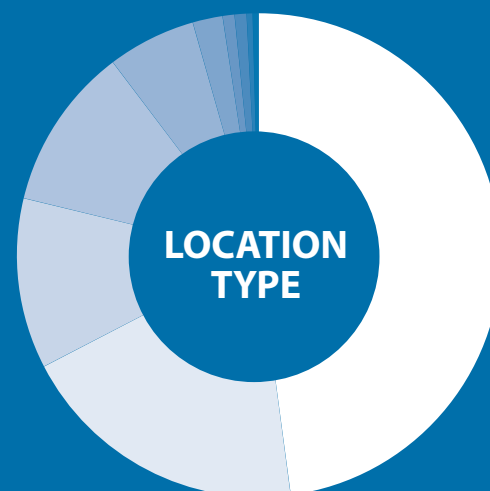
Biggest single loss -
Theft of Vehicle and
miscellaneous cargo after a
truck and semi-trailer was
stolen in Eindhoven in the
Netherlands on 10 November

Number of countries
in EMEA reporting incidents

20



Theft from Vehicle	162 (56.6%)
Fraud	28 (9.8%)
Theft of Vehicle	22 (7.7%)
Theft from Trailer	20 (6.9%)
Hijacking	13 (4.5%)
Clandestine	11 (3.8%)
Theft of Trailer	9 (3.1%)
Truck Theft	8 (2.8%)
Theft	5 (1.8%)
Theft from Facility	3 (1%)
Robbery	2 (0.8%)
Theft from Container	1 (0.4%)
Theft from Train	1 (0.4%)
Theft of Container	1 (0.4%)



Unclassified Parking Location	137 (47.9%)
Unknown	56 (19.5%)
En Route	33 (11.4%)
Services 3rd Party Facility	31 (10.9%)
Destination Facility	17 (5.9%)
Maritime Transportation Facility	6 (2%)
Origin Facility	2 (0.8%)
Railway Operation Facility	2 (0.8%)
Aviation Transportation Facility	1 (0.4%)
Road Transportation Facility	1 (0.4%)

8 Crimes in EMEA recording a loss value of
between €50,000 & €100,000 produced a
combined loss total of €484,118

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

 **€129,727** **AVERAGE LOSS VALUE
IN OCT/NOV 2019**

 **47.9%**

Or 137 of the recorded incidents took
place in Unclassified Parking Locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	197 (68.9%)
Deception Other	22 (7.7%)
Violent & Threat with Violence	21 (7.4%)
Unknown	19 (6.6%)
Theft from Moving Vehicle	8 (2.8%)
Deceptive Pick Up	6 (2%)
Internal	6 (2%)
Forced Stop	5 (1.8%)
Deceptive Stop	2 (0.8%)

LOSSES FOR OCTOBER AND NOVEMBER SURPASS €7.2 MILLION AS CARGO THIEVES TARGET SUPPLY CHAINS IN 20 COUNTRIES IN EMEA

Cargo thieves were active in 20 countries in the Europe, Middle East & Africa (EMEA) region in October and November as TAPA's Incident Information Service (IIS) recorded a total of 286 thefts or attempted thefts from supply chains.

The total loss value for the 56 or 19.6% of incidents sharing financial data was **€7,264,757** – producing an average for these crimes alone of **€129,727**.

More than **€6.2m** of losses over the two months resulted from 19 major cargo crimes:

€1,500,000

A Theft of Vehicle crime and the loss of miscellaneous cargo in Eindhoven in the Netherlands on 10 November.

€1,000,000

The theft of a trailer loaded with electronics products on 18 October from an unknown location in Deventer in the Dutch province of Overijssel.

€500,000

On the same day, also in Deventer, TAPA's IIS received a report involving the theft of a vehicle and a shipment of sports clothing.

€481,068

On 15 November, a case of fraud and deception resulted in the theft of a cargo of pharmaceuticals from a Services 3rd Party Facility in Moscow. After collecting the goods, the driver was told to unload them at a different location by an unknown individual.

€300,000

Nine pallets of computers were stolen on 14 November after a deceptive stop of a truck and trailer in Vemars in Île-de-France.

€300,000

Another major loss in the Netherlands involved this Theft of Trailer crime on 10 November. It was taken from an unclassified parking location in Rogat, Drenthe province.



€245,776

10 offenders were reportedly involved in this violent truck hijacking at a Services 3rd Party Facility in Kempton Park in South Africa's Gauteng province on 20 November. They used a GPS jammer to block the vehicle's security tracker and escaped with goods including clothing and electronics devices. According to IIS intelligence, a private security provider was despatched and found two suspicious vehicles following the truck. In the subsequent shoot-out between the offenders and security guards, four men were arrested, while four others fled the scene.



€245,658

10 tonnes of footwear disappeared from a Services 3rd Party Facility in Moscow on 23 November in another case of fraud and deception. Once again, the incident report stated that the driver was directed to a different delivery location by an unknown person after beginning his journey.



€212,080

18,000 bottles of whisky were stolen after an offender wearing a hi-vis jacket and hard hat gained access to an empty HGV cab at a Services 3rd Party Facility in Liverpool in the North West region of the UK. The offender reportedly connected a trailer loaded with the whisky and drove off. The empty, abandoned vehicle was later found in nearby Walton on 25 November.

€211,708

In this fraudulent pick-up in Moscow on 21 November, thieves escaped with 20 tonnes of confectionary from a Services 3rd Party Facility.



€200,000

A shipment of televisions and computer screens were onboard two trailers stolen from Tradeport West in Venlo in the Netherlands on 28 November.



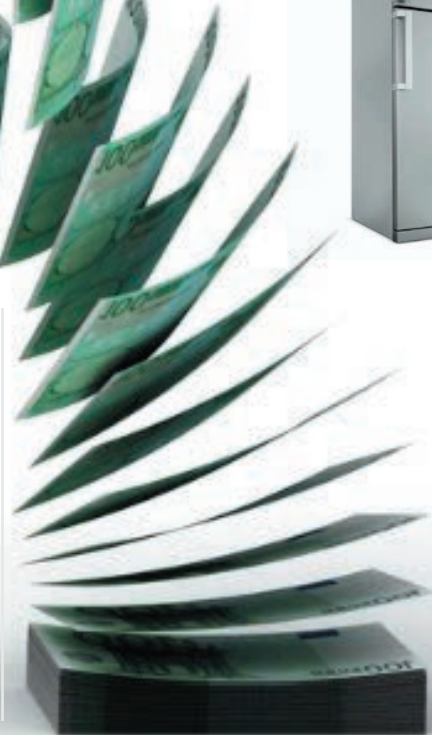
€155,873

Electronic sports equipment was stolen from a truck after a driver parked his vehicle overnight in a layby on the A12 in Essex in the UK on 1 October.



€154,388

A truck carrying electronics devices was stolen by a group of offenders from an Aviation Transportation Facility in Cape Town on 10 October. The vehicle's tracking device led police to the area of Belville South where the empty truck was recovered. The stolen cargo was also found later on a farm in Klapmuts.



€142,023

20 tonnes of fireworks were stolen in another fraudulent pick-up from a Services 3rd Party Facility in Moscow. This incident was reported to TAPA EMEA on 16 November.



€141,998

Three days earlier, the same type of incident was involved in the theft of a cargo of 20 tonnes of butter from a Services 3rd Party Facility in St. Petersburg in Russia's Northwestern region.



€121,171

A cargo of mohair was taken by thieves involved in this violent truck hijacking in Port Elizabeth, South Africa, on 16 October, after the driver was forced to stop. The IIS incident report states that a car swerved in front of the truck before the driver was forced from the vehicle at gunpoint and blindfolded. The truck was later found abandoned.

€120,000

528 cartons of food was onboard a vehicle stolen in Kruiningen in the Dutch province of Zeeland on 7 November.



€116,098

A 20-foot container loaded with whisky was stolen from an Origin Facility in Paisley, Scotland, on 17 October.

€113,000

On 4 November, computers/laptops were taken from a truck during an overnight stop at an unclassified parking location in Thrapston, Northamptonshire, in the UK.





A further eight incidents with loss values of between **€50,000** and **€100,000** were reported to TAPA's IIS database during October and November:

- **€80,000** – Alcohol stolen from a vehicle at a service station on the A7 in Wornitz, Bavaria, on 21 November
- **€70,000** – Televisions taken from a truck parked overnight at an unclassified parking location in Heideloh, Lower Saxony, on 6 November
- **€67,961** – A shipment of footwear taken from a Services 3rd Party Facility in Moscow on 20 November
- **€57,591** – A deceptive pick-up of 20 tonnes of clothing and footwear from another Services 3rd Party Facility in Moscow by a driver using forged documents
- **€56,802** – 20 tonnes of alcohol taken from a Services 3rd Party Facility in Moscow on 6 November
- **€51,764** – Another theft from a Services 3rd Party Facility in Russia by a driver using forged documentation. This incident on 5 November resulted in the loss of clothing and footwear
- **€50,000** – The theft of 20 tonnes of chocolate from an Origin Facility in Bludenz, Austria, on 15 November following a deceptive pick-up. The shipment had been outsourced to a Hungarian transport provider who then sub-contracted it on to a Czech trucking company
- **€50,000** – Another deceptive pick-up, this crime took place in Poland on 1 October and involved the theft of a shipment of chewing gum



Over 65% of crimes in October and November took place in the Netherlands and United Kingdom, which recorded 149 and 42 incidents respectively.

Four other countries reported a double-digit rate of incidents over the two months:

- Russia – 25 incidents, 8.7% of the two-month total
- Germany – 21 or 7.2%
- South Africa – 20 or 6.8%
- Belgium – 11 or 3.7%

Goods were stolen in 17 TAPA IIS product categories, with seven recording 10 or more crimes:

- Food & Drink – 36 (12.6% of the two-month total)
- Clothing & Footwear – 19 (6.7%)
- Tobacco – 19 (6.7%)
- Furniture/Household Appliances – 18 (6.3%)
- Cosmetics & Hygiene – 16 (5.6%)
- Computers/Laptops – 13 (4.5%)
- No Load (Theft of truck and/or trailer) – 12 (4.1%)

Cargo crimes were reported in 14 IIS incident categories, led by the 162 or 56.6% of cases of Theft from Vehicle. The next five highest categories were:

- Fraud – 28 (9.8%)
- Theft of Vehicle – 22 (7.7%)
- Theft from Trailer – 20 (6.9%)
- Hijacking – 13 (4.5%)
- Clandestine – 11 (3.8%)

Three location types accounted for 201 or 70.2% of all incidents added to the IIS database in this reporting period; Unclassified Parking Location – 137 (47.9%), En Route – 33 (11.4%), and Services 3rd Party Facility – 31 (10.9%).

TAPA's IIS recorded 21 crimes in October and November involving the M.O. of Violent & Threat with Violence.



The two months also saw increases in the number of multiple curtain-slashing crimes in the Netherlands and more cases of clandestine intrusion into vehicles. Police in the Netherlands reported a series of attacks on trucks on the same nights, including 77 vehicles being targeted in Hasselt, 26 on the A2 in Echt, 22 on the A50 in Heteren, 17 more cases of a separate day on the A2 in Echt, 15 on the A73 in Haps, 15 on the A50 in Schaijk, 11 in Tiel, and a further 10 on the A73 in Haps.

11 cases of clandestine intrusion were reported to TAPA's IIS in Belgium, France, Greece, the Netherlands, Slovakia and the United Kingdom.

With incident updates being reported to TAPA on a daily basis, TAPA members can access all of the Association's latest cargo crime intelligence using the password-protected IIS database.



PRODUCT CATEGORY	No	%
Unspecified	83	29%
Food & Drink	36	12.6%
Miscellaneous	31	10.9%
Clothing & Footwear	19	6.7%
Tobacco	19	6.7%
Furniture/Household Appliances	18	6.3%
Cosmetics & Hygiene	16	5.6%
Computers/Laptops	13	4.5%
No Load (Theft of truck and/or trailer)	12	4.1%
Cash	8	2.8%
Metal	6	2%
Tools/Building Materials	5	1.8%
Toys/Games	4	1.4%
Car Parts	3	1%
Pharmaceuticals	3	1%
Sports Equipment	3	1%
Tyres	3	1%
Bicycles	2	0.8%
Phones	2	0.8%

Two major losses recorded in Asia Pacific in November as cargo thieves in India and Australia target metal and tools



In Asia Pacific, TAPA's Incident Information Service (IIS) received reports of 17 incidents in November, including major losses in India and Australia.

Sometime between 23 and 27 November, four offenders working in the area targeted an Origin Facility in the town of Mahalunge Ingale in India's Maharashtra region. After entering the yard, they stole 316 stainless steel coils after loading the metal into a truck. Data shared with TAPA's IIS estimated the loss value to be US\$245,394.

The second highest loss recorded last month was a Theft of Vehicle incident on 24 November in Meadow Springs in Western Australia in which cargo thieves escaped with both the

vehicle and its cargo of tools/building materials worth \$101,767. The incident occurred in the early hours of the morning and the truck was later recovered but the cargo is still missing.

During the night of 6 November, masked offenders armed with guns forced their way into a warehouse and took the employees hostage before stealing a large quantity of pine nuts valued at \$80,820 in Wana, Pakistan.

Other crimes reported to TAPA's IIS in the APAC region during November included:

- A Theft of vehicle crime on 11 November with an Internal M.O. in Nashik, Maharashtra, in India and the loss of its cargo of food and drink products.

The shipment was en route to Gorakhpur in Uttar Pradesh when the crime took place. The truck was later recovered but the \$27,901 of cargo and the driver have still not been traced.

- On 14 November, \$25,216 of phones were reported stolen in a Theft from Facility crime in Greater Noida, Uttar Pradesh. This was another case with an Internal M.O.
- 15 tonnes of food and drink also disappeared in Ibaraki, Japan, on 18 November after a container was stolen from an Origin Facility.

Incidents were also recorded in Myanmar, Nepal and the Philippines during November.



WELCOME TO OUR NEW MEMBERS



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

Company	Country	Website
DSV Road B.V.	NL	www.nl.dsv.com
Cittadini dell'Ordine SpA	IT	www.cittadinidellordine.com
Lamprecht Pharma Logistics AG	CH	www.lamprecht-pharma.ch

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

Company	Country	Website
Innotec Solutions Pte Ltd	Singapore	www.totalcls.com
Alliance Mansols Inc.	Philippines	www.ems.com.ph
EMS Components Assembly Inc.	Philippines	www.ems.com
Rainbow Asia Logistics Services, Inc.	Philippines	https://www.facebook.com/RainbowAsiaLogisticsServicesInc
Insight Alliance Security Services SDN BHD	Malaysia	n/a
Agencia Lei Va Hong Limitada	Macau	www.zuelligpharma.com

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 ...

Paul Linders, TAPA EMEA

Tell us about your role in the industry and your career so far?

I am global head of security within CEVA Logistics. I'm globally responsible for everything that's security related within all of our facilities and customer shipments as well as the personal security of all our employees.

I started my career within the National police and spent in total over 17 years within the police force in multiple roles and in different cities within the Netherlands. I moved into the logistic security world in 1996 and had the opportunity to see security from the manufacturers' perspective when I worked for four years in security in a global high-tech company before joining CEVA over 13 years ago.

When did you join the EMEA Board?

I was elected to the Board in 2002 and have served as a Director ever since.

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

I'm proud to say that I was involved in the first meeting of TAPA EMEA in 2000. I had the opportunity to sit around one table and to think with four other companies about how to make this "TAPA thing" work. It had my interest and attention then and it has only continued to grow over the years. It is very special to see the Association has become such a great success.

What are your BoD responsibilities?

Besides the normal BoD responsibilities, over the years I have been responsible for membership, for training, for the FSR and, now, besides being responsible for the Facility Security Requirements (FSR) Standard within EMEA, I was elected to be the global lead for TAPA's World Wide Change Control Board (WWCCB). This job has been my responsibility over the last 7-8 years.

What do you bring to your TAPA role?

Commitment and enthusiasm. I always enjoy the work I do within TAPA. It's great to see the positive responses received and the successes we've had so far.

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

I have great support.

Within my roles in TAPA I often need to travel. My employer supports me in this and allows me to be away from my daily work to do this work for TAPA.

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

Very positively. Our Association gives very clear directions on how security should be within the logistics industry by providing Manufacturers and Logistics Service Providers with proven and respected Security Standards. It does reduce the number of incidents when TAPA's Standards are implemented and followed correctly. TAPA is now seen as a leader in logistics security.



'I was involved in the first meeting of TAPA EMEA in 2000. I had the opportunity to sit around one table and to think with four other companies about how to make this "TAPA thing" work. It had my interest and attention then and it has only continued to grow over the years.'

What are you hoping TAPA globally and TAPA EMEA can achieve in the next two years - where should the Association's priorities lie?

To continue to produce solid, transparent and workable security procedures and Standards, which are seen as the backbone of TAPA. As an Association, we need to stay focussed on present threats and risks within supply chains and provide the right answers to these threats by producing, if applicable, new and solid Standards.

Next to that, TAPA is growing as a result of its success and by taking the steps into the

new TAPA organisation structure, we are preparing TAPA to be ready for the future and to leverage more expected growth.

How active are you in terms of promoting membership, intelligence sharing and the TAPA Standards to your partners and suppliers - and what more can TAPA and members to drive this forward?

I would say I am pretty active! And, not only from my roles within TAPA. Membership delivers multiple benefits,

such as IIS data availability. Where possible I will speak about TAPA, introduce TAPA and make it clear what it can do for any supplier if they become active in the TAPA organisation.

What are your personal TAPA priorities for the next 12 months?

Roll out the new global TAPA Security Standards in the form of the 2020 revisions of FSR and our Trucking Security Requirements (TSR). We will also be working hard to present a new global Standard for Cyber Security by the end of 2020.

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

Keep the goals of TAPA clear. Don't run in all directions to increase membership only. The Association is successful and special due to its members and the structure of our membership. This should not be forgotten.

A BIG 'THANK YOU'

TAPA EMEA wishes to thank all of the sponsors and exhibitors which supported its conferences in Berlin and Dublin in 2019. We value your partnership and look forward to seeing you again in 2020.



Team photo holding TAPA mugs to keep everyone refreshed, sponsored by L98 Brokerage & Logistics, Cebu.



LAW ENFORCEMENT AGENCIES JOIN TAPA APAC TRAINING IN CEBU, PHILIPPINES

Law Enforcement Agencies from the Philippines' Customs Bureau and Mactan Economic Zone Police Office were amongst the 32 delegates participating in TAPA Asia Pacific's latest FSR & TSR training course held in Cebu.

They were joined at the integrated three-day FSR and TSR training event by Manufacturers and Logistics Service Providers from the Economic Zone.

TAPA APAC member Leslie D. Lim, Managing Director of L98 Brokerage & Logistics, said: "The training was timely as several companies are undergoing their C-TPAT preparation and audit. Cebu is one of the most developed provinces in the Philippines, with Metro Cebu being the second largest metropolitan area in the Philippines, after Metro Manila, and Cebu City as the main center of commerce, trade, education and industry in the Visayas."

The training course was arranged by the TAPA Philippines Service Centre, managed by ShieldCoach Security, and was facilitated by former TAPA APAC Board member, Nilo Pomaloy TCE (TAPA Certified Expert), who commented:

"Many of the attendees want to put the training into practice and drive their own internal security programs. The TAPA Service Centre will help the trainees to complete their TAPA self-certification audit processes. The law enforcement officers present were impressed with the training and the TAPA Service Centre will follow up with them on how TAPA can support the community further."

"The FSR & TSR training was excellent and well-structured. These TAPA Security Standards will help supply chain resiliency in Cebu, which has transformed into a global hub for business processing services, tourism, shipping, furniture-making, and heavy industry thanks to the Mactan Economic Zone (MEZ) attracting global manufacturers," added Leslie D. Lim.

For further information on TAPA APAC's Facility Security Requirements (FSR) and Trucking

Security Requirements (TSR) self-certification programs, please contact the regional TAPA secretariat at info@tapa-apac.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	Alloga Logifarma S.A.	PT	Rio de Mouro	B
FSR	Alloga UK Limited	GB	Derbyshire	A
FSR	Amazon Logistic Prague s.r.o.	CZ	Dobroviz	A
FSR	Amazon Spain Fulfillment S.L.U.	ES	El Prat de Llobregat	A
FSR	DHL Express (Austria) GmbH	AT	Hörsching	A
FSR	DHL Express (Norway) AS	NO	Fyllingsdalen	C
FSR	DHL Express Germany GmbH	DE	Langenhagen	A
FSR	DHL Express Germany GmbH	DE	Zwickau	C
FSR	DHL Express Qatar Ltd	QA	Doha	A
FSR	DHL Freight (Finland) Oy	FI	Hamina	C
FSR	DHL Freight Germany GmbH	DE	Maintal	C
FSR	DHL Global Forwarding (CZ) s.r.o.	CZ	Praha	C
FSR	DHL Global Forwarding S.P.A. B.U.	IT	Sesto Fiorentino	C
FSR	DHL Global Forwarding S.P.A. B.U.	IT	San Mauro Torinese	C
FSR	DHL International Ukraine - HRK Station	UA	Kharkiv	C
FSR	DJL Global Forwarding Taşımacılık A.Ş.	TR	Tuzla/Istanbul	A
FSR	DPDgroup UK Ltd	GB	Feltham	C
FSR	DPDgroup UK Ltd	GB	Stoke on Trent	C
FSR	DPDgroup UK Ltd	GB	Clyst Honiton	C
FSR	DSV Solutions	ZA	Germiston	A
FSR	European Air Transport Leipzig GmbH	ES	Madrid	A
FSR	Farouk, Maamoun Tamer & Co	SA	Jeddah	C
FSR	Flextronics Logistics B.V.	NL	Venlo	A
FSR	Geodis Freight Forwarding NL B.V.	NL	Rotterdam - Albrandswaard	C
FSR	Maastricht Aachen Airport B.V.	NL	Maastricht-Airport	A
FSR	Schenker Logistics Nederland B.V.	NL	Oldenzaal	A
FSR	Schenker Logistics Nederland B.V.	NL	Oude Meer	A
FSR	Schenker Logistics Nederland B.V.	NL	Tilburg	C
FSR	trans-o-flex Express GmbH	DE	Hürth	C
TSR	Company Name	Country	Category	
TSR	Customair Srl	IT	Level 1 / Category Small	
TSR	FET Logistics Ltd	GB	Level 3 / Category Small	
TSR	Leffelaar Transport B.V.	NL	Level 2 / Category Small	
TSR	Ninatrans N.V.	BE	Level 1 / Category Small	
TSR	SSL Benelux NV	BE	Level 1 / Category Small. Level 2/Category Large	



ASIA PACIFIC REGION

FSR	Company Name	Country	City	Class
FSR	Kintetsu World Express Philippines, Inc.	Philippines	Manila	A
FSR	DHL Express Taiwan Corp. - DHL Kaohsiung Service Center	Taiwan	Kaohsiung	B
FSR	Kintetsu Logistics (Shenzhen) Co.,Ltd.	China	Shenzhen	A
FSR	NNR Global Logistics (M) Sdn. Bhd. (Company No: 286516-T)	Malaysia	Kuala Lumpur	A
FSR	DHL Pakistan Pvt Ltd	Pakistan	Lahore	A
FSR	"Shenzhen Fertile Plan International Logistics Company Limited 深圳市富泰通国际物流有限公司"	China	Shenzhen	A
FSR	Chongqing Zhitong Logistics Co.,Ltd	China	Chongqing	B
FSR	Century Distribution Systems (International) Ltd.	China	Ningbo	C
FSR	Jentec Storage Inc. - Calamba	Philippines	Calamba	C
FSR	F2 Logistics Philippines, Inc. (Davao Site)	Philippines	Davao	C
FSR	Jentec Storage Inc. - Zamboanga	Philippines	Zamboanga	C
FSR	Producers Connection Logistics, Inc - Marilao	Philippines	Marilao	C
TSR	Company Name	Country	City	Class
TSR	"CHONGQING FUJIAN SUPPLY CHAIN CO.,LTD. 重庆富建供应链有限公司"	China	Chongqing	Level 2
TSR	Shenzhen Ganbei Longxin Logistics Co., Ltd.	China	Shenzhen	Level 2



STANDARDS FAQs #28



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.

The holidays are coming but so too are the updated TAPA Security Standards!

The updated final 2020 versions of the Facility Security Requirements and the Trucking Security Requirements will be available to members in January. As mentioned in earlier FAQ articles, these Standards will replace the current versions from 1 July 2020.

Many of you will have accessed the draft versions we recently made available for

download. This was the first time all of our members have had access to the format and content of the updated TAPA Standards.

Accordingly, we are continuing our FAQs theme of answering questions we are receiving on the new Standards. This time around, we will focus mostly on FSR 2020 and, next month, we will address some of the

comments raised on TSR 2020. We hope you find these articles helpful and they support your certification programmes. Also look out for members' bulletins and press releases that will provide you with the latest updates.

If you would like to raise a new topic for discussion or ask questions about one of our published responses, please contact us [here](#)

Question 1.

Why is the recording rate for CCTV images being increased from 3 to 8 frames per second (FPS) in the FSR 2020? When my site is recertified, must I upgrade the CCTV system?

Answer: TAPA has received a number of questions on this requirement. FPS determines how smooth the video footage is. Expert advice varies on the appropriate number of FPS required from each camera to produce a quality recording which can be used for investigative purposes. The current minimum requirement of 3 FPS is now generally considered inadequate and new installations of CCTV often exceed 25 FPS as standard. The new requirement is to introduce a minimum of 8 FPS and recognises the improvements in CCTV technology and quality. For an existing certified site, TAPA will be considerate if a transition period is applied for, so new CCTV equipment is not required before a facility can be recertified.



Question 2.

When TAPA introduced the 2017 versions of the Security Standards, you produced a comparison chart for the previous 2014 versions to highlight the differences in the new Standards. Does the same exist for the 2020 version?

Answer: No, not at the moment because we have changed the layout of the documents and it's not possible to show a side-by-side comparison. We are considering ways to better explain the main differences and will publish more information on this when the final versions are published.



Question 3.

We have our next certification in May 2020. Can we still certify our warehouse against the requirements of the 2017 version or is the 2020 version going to already be binding at that time?

Answer: You must certify using the 2017 version, which will then be valid for three years. The new version of FSR comes into force on 1 July 2020.



Question 4.

Can you help me obtain a copy of the TAPA Locking Systems Guidance document as mentioned in the TSR 2020 Draft Standard?

Answer: The TAPA Locking Systems Guidance document is under development and will be ready in March 2020.



Question 5.

The new cyber requirements in both FSR and TSR 2020 are only optional. Based on the increasing awareness and discussions regarding cyber risks, should this be changed from optional to mandatory?

Answer: TAPA is introducing new Standards for cyber security threats in 2 phases. For FSR and TSR, the 2020 versions (phase 1) will be the first time TAPA has included cyber and IT threat security requirements in its Security Standards. The Association sees these as “entry level” requirements which are intended to provide minimum but practical risk mitigation measures. The reason the cyber security threat measures are optional is because we need to ensure their introduction will not significantly increase costs or impact for existing certification holders when they migrate to the new versions of the Standards.

It's worth noting that should an applicant or Buyer require their supplier to include the cyber requirements option in their certification, the option will then become mandatory to achieve certification. TAPA then intends to publish a stand-alone supply chain cyber threat Security Standard in late 2020 (phase 2). To obtain stand-alone cyber threat security certification, the applicant will be required to achieve compliance with all the mandatory requirements listed in the new Standard. This will be the main Standard for addressing cyber threats to supply chain security.



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



Season's Greetings To The Global TAPA Family

**Thank you for your great
support of TAPA in 2019.**

We wish you, your families,
friends and colleagues a
happy and healthy Christmas
and New Year... and a safe
and secure 2020.

See you in 2020!

