

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR TAPA'S GLOBAL FAMILY

MAKE OR BREAK

As the political debate rages on, how might Brexit impact supply chain security?

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TRANSPORTED ASSET PROTECTION ASSOCIATION

welcome

THE GREATEST RISK TO OUR SUPPLY CHAINS WOULD BE TO STAND BACK AND ADMIT DEFEAT

TAPA EMEA has just published its Incident Information Service (IIS) Annual Report for 2018 and the numbers and value of losses are the highest in the history of our great Association in the region:

- Incidents rose 38.2% year-on-year to 3,981
- Total losses for crimes with a value were €153.8m
- 214 major losses accounted for €90m of this total
- The average loss for major crimes was €420,981

Or to put it another way, an average of €421,510 of products were stolen from supply chains in the Europe, Middle East & Africa (EMEA) region every day in 2018.

Outsiders will look at these numbers and be shocked. And, they will be even more surprised when we explain that this is far from the total picture of cargo crime in our region. We know losses run into billions of Euros a year, but we are only able to report data on the incidents recorded by our IIS. That is why we are constantly reminding everyone of the importance of sharing incident information.

The rising level of recorded crime is, of course, a major concern for everyone in the supply chain but given that we know this is only part of the full story, we should also view every incident as a source of vital intelligence to be used to manage supply chain risks. The IIS numbers for January 2019 are already telling us that 2018's all-time record may soon be overtaken but, thanks to the increased level of crime reporting



in the last 12 months, we now have an even greater and more valuable bank of information on the types of crimes taking place, where they are occurring in our region, and the modus operandi offenders are using.

And, most importantly of all, what we cannot measure is the number of potential cargo thefts which are prevented as a result of the work TAPA is doing globally in terms of intelligence sharing and the increased levels of resilience provided by our Security Standards and training. If we could put a figure on this, it would be by far the biggest figure of all because we are absolutely helping our members to manage supply chain risk.

'What we cannot measure is the number of potential cargo thefts which are prevented as a result of the work TAPA is doing globally in terms of intelligence sharing and the increased levels of resilience provided by our Security Standards and training. If we could put a figure on this, it would be by far the biggest figure of all.'



At TAPA's Berlin conference in March, we will be talking about the future we want to build for our Association, and, for me, it is important that we think and act beyond the traditional boundaries associated with cargo crime. TAPA is far more than an Association that helps to prevent cargo losses.

We are an Association that is working to ensure the integrity and resilience of global supply chains and, ultimately, this means we are an Association whose focus is to ensure goods move securely, that supply chains are uninterrupted, and businesses and consumers receive the goods they need, when they need them.

And our headline states, the greatest risk to everyone involved in supply chain security is to look at the figures and feel we are losing the battle with cargo criminals. We are not. There is always more work for us to do, and there is no room for complacency, but as we look at the big picture of what TAPA and our members achieve, we know the resilience of our supply chains is improving all the time, and we will only get stronger.



Thorsten Neumann
Chairman

VOLKSWAGEN, FACEBOOK, CANTRACK GLOBAL, NAVCIS AND SAMSUNG SDS WILL MAKE BERLIN CONFERENCE A UNIQUE LEARNING EXPERIENCE

If you're one of the more than 400 delegates already registered to attend TAPA EMEA's Conference in Berlin on 27 & 28 March, get ready – because you have a lot to learn.

As always, TAPA has assembled a group of leading security specialists to share their knowledge and expertise, ensuring every delegate will leave Berlin with new intelligence, solutions and contacts to help them manage supply chain risks and avoid becoming a victim of cargo crime.

TAPA is delighted to welcome Michael Schmidt, Chief Security Officer of Volkswagen AG, as our keynote speaker. Michael started his career as a police officer before spending 10 years as a Security Manager at TNT Express, becoming a member of the senior management and General Manager for Security and Data Protection for the Central and Eastern Europe regions. Between 1999 and 2006, he was Senior Vice President Corporate Security at Deutsche Post World Net AG before joining RWE AG as Head of Group Security. He was appointed to his current post at Volkswagen AG in April 2013.

He is also a Board Member of the Association of Certified Fraud Examiners.

Other presentations will include:

Securing a culture of innovation and collaboration across Facebook

Nick Lovrien, CPP, is the Chief Global Security Officer at Facebook, responsible for the overall leadership of Facebook's Global Security Organization. Nick previously served as a Counter Terrorism Operations Officer with the Central Intelligence Agency and held a number of leadership roles with Target



Michael Schmidt



Nick Lovrien



Peter Thompson



Andrew Round



Jacques de Smit

Corporation prior to joining Facebook. Nick is a member of numerous professional security organisations, including ASIS International, ISMA, ISSA, ISACA, The CSO Center, FBI Domestic Security Alliance Council (DSAC) and the US Department of State Overseas Security Advisory Council (OSAC). To protect their vast, global infrastructure as well as its people, assets and reputation, Nick will illustrate Facebook's progressive approach in delivering a safe and secure workplace, while addressing unique risk and prominence levels.

Advanced threats to the supply chain - electronic and physical attack tools

Peter Thompson, Managing Director of CanTrack Global Ltd will present a summary of technology trends utilised in the theft of and from vehicles involved in supply chains. His presentation has particular relevance to supply chain logistics companies operating light and heavy commercial vehicles. A recognised expert in vehicle crime, Peter will show the tools being actively used by Serious Organised Criminal Gangs (SOCGs).

Disrupting UK Freight Crime OCGs

Andrew Round, Intelligence Development Manager, NaVCIS Freight Desk at the National Vehicle Crime Intelligence Service (NaVCIS)

will describe the impact of Organised Crime Groups committing freight thefts in the UK and show how NaVCIS is assisting UK Law Enforcement Agencies to disrupt, deter and detect these criminal groups by working in partnership with police, industry and government.

Next is Now. Acting on Zero Tolerance

Jacques de Smit, Regional Logistics Director of Samsung SDS will present a case study on the Samsung Electronics security landscape, its zero tolerance strategy and specific theft prevention solutions implemented in close cooperation with preferred service providers. This includes processes, compliance, audits, risk management, breach and incident management and continuous improvement as well as information exchange with Law Enforcement Agencies.

The agenda also includes:

- The TAPA EMEA Annual General Meeting
- A full update on TAPA's Security Standards
- An Incident Information Service (IIS) panel discussion
- TAPA 2020 – our way into the future for TAPA EMEA



In last month's issue, *Vigilant* invited the Chairs of the Association's Asia Pacific and Europe, Middle East and Africa regions to look back at 2018 and share their thoughts and objectives for the year ahead. This time around, it's the turn of Anthony Leimas to bring us up-to-date with all the progress TAPA is making in the Americas ...

IN CONVERSATION: ANTHONY LEIMAS, TAPA AMERICAS

Let's start with some numbers for the Americas region for 2018 versus 2017...

Membership Overview – The Americas

The Americas was excited to see an increase in total paid memberships of 20.3% in 2018 over 2017. In our region, a Corporate Membership allows up to six people within a member company to enjoy the benefits of membership. We also have an Individual Membership for smaller companies or businesses with smaller security teams. Accordingly, our number of memberships and the number of members is different. As such, we experienced an increase in our total members of 27.2% in 2018 over 2017. That said, the breakdown of our growth by membership category is as follows: Corporate Memberships up 19.5%, Individual Memberships up 16%, and our Security Service Provider (SSP) Memberships are ahead by 66.7% compared to the previous year.

- **Total Members** = an increase of 20.3%
- **FSR certifications** = up 4.8%
- **TSR certifications** = up 1.45%
- **Number of training courses** - 7 training events; 74 FSR participants, 47 TSR

MOST RECORDED...

- **Type of Incident** – Theft of Full Truckload, 74% of recorded crimes
- **Type of Location** – Unsecured Parking, 83% of the annual total
- **Type of M.O** – Thieves targeting trucks left unattended, 56% of incidents

- **State with Most Incidents** – California, 26% of all reported crimes
- **Highest Value Incident Recorded** – \$5.7m
- **Highest Average Value Product Type** – Clothing & Shoes with losses averaging \$354,970
- **State One New Trend Seen in 2018** – Electronics claimed the most stolen product type for the first time since 2009

2018 ACHIEVEMENTS...

Tell us some of the other actions TAPA Americas implemented in 2018 and benefits members can look forward to in the year ahead...

1. **T-Meetings** – Our two meetings lifted the level of content we've brought to our members. We diversified and expanded topics and reached out to new members bringing them into the fold.
2. **Webinar Series** – We started a new webinar initiative to enhance member access to continuing professional education, training, and new member outreach.
3. **Training Events** – We offered substantially more FSR and TSR Trainings in the past year. By utilizing member companies, we've been able to offer training around the United States.



'Increasing the membership demographics to include additional members of the supply chain has provided greater depth to our knowledge leadership. By increasing these vertical industries, we have greater feedback on the future needs of all members.'



What do you consider to be the most significant achievement in the last year?

Increasing the membership demographics to include additional members of the supply chain. We focused on additional carriers, logistic providers, and SSP members. This has provided greater depth to our knowledge leadership. By increasing these vertical industries, we have greater feedback on the future needs of all members.

On a personal note, what do you consider to be your best achievement for TAPA in the past year?

In 2018, we brought on three new members to our Board of Directors; Christian Huenke (Amazon), George Latsos (Brightstar), and Randy Bradley (HP Inc.). Adding these new board members has brought greater depth to the Board.

We've also responded to the memberships' desire for additional professional development programming by enhancing our Webinar Series. These will provide continuing education for our members and a marketing tool to reach out to prospective new members.

THE YEAR AHEAD...

In 2019, what are your % targets for growing:

- **Membership** = >15%
- **FSR certifications** = >20%
- **TSR certifications** = >20%

2019 PRIORITIES...

In order, what are the top 3 priorities for your region in 2019?

Goal 1: Maximize Organizational Effectiveness

We will work towards maximizing organizational effectiveness by:

- Enhancing TAPA programs, services, and communications to increase member engagement and value;



Anthony Leimas

- Ensuring the ongoing financial health of the organization. Optimize TAPA's governance structures and function; and
- Developing and supporting committees that will assist in growing and developing the organization's leadership depth and knowledge leadership.

Goal 2: Drive Membership Growth and Membership Value Proposition

We will work towards driving membership growth and the membership value proposition by:

- Creating innovative methods for security professionals to enhance their understanding of the latest innovations, trends, and knowledge leadership;
- Educating non-member security professionals and the public about supply chain security's role in a secure global environment and the value of supply chain security.

Goal 3: Increase Recognition of TAPA Standards & Certification

The TAPA Standards' central role in positioning and securing the supply chain leads to increased profitability and the future health of member companies. We will achieve this goal by:

- Enhancing the Standards' prominence as core components in a company's security policies and procedures;
- Improving security stakeholders' understanding of the use and relevance of the Standards;
- Promoting the applications of TAPA certifications; and
- Expanding educational resources and opportunities in global security applications, trends, and tools for risk assessment and risk mitigation.

What are the 3 things you most want to ask members to do in 2019 to support TAPA Americas?

1. Promote TAPA to their colleagues, clients, customers, and service providers, highlighting the value of TAPA membership and TAPA certification.
2. Participate in TAPA committees, webinars, T-Meetings, and TAPA-sponsored initiatives.
3. Include TAPA Standards in their contracting and daily business discussions around supply chain security.



25 LEADING MANUFACTURERS JOIN TAPA GSR PILOT STANDARD TRAINING IN THE PHILIPPINES

TAPA Asia Pacific hosted nearly 70 delegates – including representatives from 25 major manufacturers – at the launch of the Association’s Guarding Security Requirement (GSR) Standard training and workshop in the Philippines.



The event was organised by the TAPA Philippines Service Centre and facilitated by Roger Lee (left), TAPA Board Member and Director of SIMM (Singapore Institute of Material Management), assisted by two approved

trainers; Sangar Kandasamy TCE and Nilo Pomaloy TCE.

The GSR 2018 Security Standard offers a solution for Buyer members to integrate their security and safety protocols between Security Service Providers (SSP) and guarding security companies’ service standards, bridging the gap commonly raised by TAPA members and aligning with the Association’s Facility Security Requirements (FSR) and Trucking Security Requirements (TSR).

Nilo Pomaloy said: “After the training, the TAPA Service Centre received requests from some

of the participants for assistance in the self-certification audit process. One of the FMCG member companies is interested in adopting FSR, GSR and TSR with all of their suppliers as part of their supply chain risk mitigation to provide a total end-to-end risk management solution.”

GSR offers multiple benefits, including:

- TAPA Guarding Security Standards are deemed to be a contractual service level agreement and adherence to best practices between the Buyer, Logistics Service Provider (LSP) and Security Service Provider (SSP)
- Cogent Guarding Standard Operating Procedures (SOPs) with regards to roles, responsibilities and accountabilities
- Established Key Performance Indicators (KPI) to drive efficiencies and reduce the number of security-related incidents
- Ensuring SSPs only deploy guards who are sufficiently trained and qualified to carry out their duties
- To facilitate a process of continual improvement

As part of this pilot across Asia Pacific, standardization of Manned Guarding is imperative for Buyer members as well as logistics providers. GSR has been developed

to combine protocols, systems and processes into a Standard that can be built into the contractual requirements of members.

Tony Lugg, Chairman of TAPA APAC, said: “The goal of the GSR Working Group has been to seamlessly integrate the GSR with other TAPA Standards to ensure that all requirements are met and provide for a fully integrated supply chain risk management solution. Manned Guarding Services companies play a major role in security and other aspects of the supply chain and this pilot will allow us to test all areas and make improvements where required.”

For further information on the GSR pilot in Asia Pacific, contact the secretariat at info@tapa-apac.org



Participants at the GSR training event in the Philippines.



BREAKING UP IS HARD TO DO



It's virtually impossible to talk about Brexit – the United Kingdom's decision to leave the EU – and to not use the word 'uncertainty' in the same sentence. As the clock ticks down to the day and time the UK is supposed to leave the Union – 23.00hrs GMT on 29 March 2019 to be precise – so much is still to be agreed, to the point where 'uncertainty' is probably putting it mildly.

For companies, the waiting game or the great unknown while British politicians and EU negotiators face off, is massively unsettling. While all sorts of scenarios are being played out and planned for behind the scenes, few companies are going public with their plans and most are simply having to refer back to the plethora of guidance notices being published by officials in Brussels and London.

For supply chains, any interruption to the free flow of goods between the UK and Europe naturally leads to fears of food and medicine shortages, trucks parked for

hours at the border and a raft of additional costs, productivity losses and security risks. Preparations to allay such concerns have failed to inspire. Earlier in the year, the UK government organised a 'practice run for a No Deal traffic jam' to see how the port of Dover would cope, sending in a convoy of 87 trucks. All seemed to be going well until someone pointed out that Dover processes some 10,000 trucks a day.

So, what are we to think – and, most importantly, what are we to do at this eleventh hour?

'Based on what we know, there is only one safe recommendation and that is to prepare for a 'No Deal' scenario, not because it's the most likely outcome but because other scenarios will not have an immediate impact on supply chains.'



Vigilant asked Jason Breakwell, Vice Chair of TAPA EMEA and Commercial Director of Wallenborn, one of Europe's largest air-cargo road feeder services (RFS) operators, to give us his views on this complex and ever-confusing supply chain conundrum...

It is hard to believe that in a matter of days now, the UK is meant to be leaving the EU and yet we're no closer to knowing the true impact on supply chains. Or maybe we do; such is the fluidity of the current situation, in the time it takes to read this, everything could be signed and sealed, and we'll all know exactly where we stand!

It's still not certain if Brexit will go ahead at 11pm UK on 29 March or if there will be an extension to allow the negotiating period to be prolonged. The expectation is that a withdrawal agreement will eventually be reached, and Brexit will be followed by a transitional period of at least nine months, and possibly several years, during which time new trade deals, procedures and technological solutions will be agreed and implemented.



Even in the event of no deal, it's likely that regulations and procedures will not change immediately - for example, the European Council communicated a series of unilateral measures on 19 December covering amongst other things insurance and road haulage – which you can read [here](#) - and the UK is expected to confer equivalent rights which will mean that, for example, ECMT permits will not be needed for EU-registered trucks driving in the UK.

However, there remains some uncertainty about what will and won't change on 29 March, partly because UK government, other governments and the EU have been issuing stark warnings of the consequences of a No Deal in their efforts to force a deal, and also because the media has a tendency to exaggerate and distort facts. I still believe there will be no or very limited disruption, but the fear of disruption could lead to disruption. For example, many organisations are stockpiling and transferring stock from and to the UK and this is already placing pressure on warehousing capacity in the UK. In the weeks leading up to Brexit and immediately after, I expect:

- a spike in demand for cross-Channel transport- both RoRo and unaccompanied;
- availability of warehousing in the UK will be very tight, especially cold storage;

'UK government, other governments and the EU have been issuing stark warnings of the consequences of a No Deal in their efforts to force a deal, and also because the media has a tendency to exaggerate and distort facts. I still believe there will be no or very limited disruption, but the fear of disruption could lead to disruption.'

- large movements of stock to the UK;
- exceptional air and sea operations to the UK;
- increased demand for ferry services that avoid the busy UK ports of Dover and Folkestone.

On 19 February, the UK government announced a six-month delay to the introduction of Entry Summary Declarations when importing goods from the EU, as outlined [here](#). This will avoid the need for hauliers to make Safety & Security declarations prior to arriving at UK borders and, importantly, will ease pressure and prevent delays building up at busy Channel ports.

At the time of writing, it's still not clear if current EU and UK trading conditions will continue post-Brexit. If the UK crashes out without a deal, there is a small risk that WTO terms will apply and Customs entries will

be needed for all EU to UK and UK to EU movements of goods. The impact of this would be immense, especially at already-congested ports such as Calais, Dover and Folkestone, and this has prompted the UK government to place contracts with Brittany Ferries and DFDS to operate ferry services on alternative routes to take pressure off the Dover Strait routes.





Ways to prepare

The UK government has already spent more than £2 billion preparing for Brexit and the private sector, especially logistics companies, manufacturers and retailers, is estimated to have budgeted several times this figure for planning and implementing protective measures. Due to the uncertainty of what will happen, and when and how it will affect supply chains, many SMEs are still not prepared for the worst but it's not too late to implement contingencies, for example securing extra capacity and planning alternative routes. You should also consider the following:

- If you send or carry cargo from and to the UK, review your Route Risk Assessments (RRA) paying special attention to alternative routes, ports and truck stops which you may be forced to use;
- Don't use suppliers for transport and warehousing that you haven't validated. You may find that your usual suppliers are overbooked and logistics costs will probably increase in the weeks before Brexit but don't be tempted to switch to cheaper but unqualified options, including via freight exchanges;
- You may find that some hauliers refuse to operate to the UK fearing delays and complicated procedures;

- If ports become congested, truck parks are likely to fill up so you need to identify alternative safe places for your drivers to use and you might need to deploy additional protection for vulnerable cargo;
- Be extra vigilant at all times for delays in the vicinity of ports. If trucks are unable to get into secure zones at ports on both sides of the Channel because of congestion, they will be at risk of attack from both cargo thieves and people smugglers, especially on the roads leading into Calais.



- Add a buffer to truck journey times and adjust transit times in your RRAs. For example, a delay of an hour or two due to congestion, diversion to an alternative port or longer ferry journey could prevent a driver reaching their destination within his or her allotted working hours. If you don't build this risk into your RRA, a vulnerable load could end up in an unsafe location.
- Research changes to regulations affecting imports of high-risk food products (FNAO and POAO) – see advice [here](#). In case of no deal, high-risk food products from the E.U. will not need to be inspected on arrival in the UK. High risk foods produced in a third country outside the EU will need to be inspected at the UK border and not all UK ports have Border Inspection Posts (BIPs) and Designated Points of Entry (DPEs), meaning some products will be diverted to other ports. Dover and Folkestone do not have BIPs or DPEs.
- It's not yet confirmed if the EU will require UK food products to enter without inspection at the border or if the Calais BIP will be ready by the end of March.

To do our jobs, we all need to stay very well informed in the weeks leading up to Brexit. TAPA will be sending out alerts during this period, while the UK government has issued a series of Guidance Notices and will continue to do so, and both Eurotunnel and the ferry operators are also good sources of reliable and up-to-date information.

Ultimately, everyone wants and needs goods to move as seamlessly and securely as we have all become accustomed to. One way or another, supply chains will adapt.

'If trucks are unable to get into secure zones at ports on both sides of the Channel because of congestion, they will be at risk of attack from both cargo thieves and people smugglers, especially on the roads leading into Calais.'



HOW SIMPLE CHECKS AND BALANCES CAN PROTECT THE INTEGRITY OF YOUR SUPPLY CHAIN



Tony Lugg, Chair of TAPA APAC explains how good old-fashioned detective work solved a \$2m computer parts theft

Just recently, whilst investigating a third theft of more than 7,000 microprocessor units valued at over \$2 million, bound for Amsterdam, a police officer noticed a piece of packing tape in the wrong location. This simple but highly important discovery triggered a major theft investigation and the discovery of a secret compartment in a truck, one of the oldest cargo crime 'tricks' in the book.

The seven gang members involved in these losses were apparently a mixture of former employees of the manufacturers and other stakeholders. They knew the operation and processes so well that they had managed to pull off a series of thefts, concealing themselves in the assigned truck behind a plywood partition that resembled the interior of the container, creating a hidden compartment. Once the loaded vehicle was en route, the gang members were able to unpack the consignment, remove the microprocessor units, and then reseal the packages to leave no trace of tampering. After the packages were handed over to the receiving agent, the suspects would make their escape.

What was clear about these thefts was that they were pre-planned and carefully

synchronised. The secret compartment constructed inside the front section of a 40ft trailer had not previously been discovered during the pre-loading inspection or truck sealing process, raising questions over the effectiveness of the 7-point container inspection process, a requirement of C-TPAT as well as TAPA's Trucking Security Requirements, or over whether these were even carried out at all.

Even using a simple Laser Distance Measure, costing only a few dollars, to check the length of the cargo hold might have identified the anomaly caused by the secret compartment in seconds. The use of tamper proof seals in strategic stress points, which flag up a 'Tamper Void' message, might also have highlighted the thefts on arrival, while the weight discrepancy between ship weight and airfreight weight should also have raised alarm bells.

The gang had identified that they had plenty of time to complete the theft having mapped out the supply chain and the transit time of the trucking operation, and knowing the customs clearance process made the task even easier as the truck would have been secured with a customs seal. What better sign of a secured load than an intact customs seal?

Thefts in transit crimes are always complex to investigate and need lateral thinking as well as a logical and analytical mindset. Not everyone is a good investigator when it comes to these types of thefts but, on this occasion, the vigilant officer who noticed the tape uncovered the secret compartment and sparked a series of discoveries which led to the arrests of the suspects and the issuing of an additional warrant for the 'mastermind' of the operation.

This case study is a good example of how additional checks and balances in the supply chain security and operational control measures could have identified or prevented the subsequent losses of the product. With any process, there needs to be an audit to test the effectiveness of the application and whether this was in place is still not known. Continuous training and ensuring that the security and quality teams have the tools they need to complete the checks are also paramount to any successful operational process.

TAPA Security Standards remain the most effective 'Best Known Methods' developed by industry, for industry to protect high value, theft targeted goods in transit. For more information, contact your regional TAPA secretariat.

CARGO THEFT: WATCH FOR THE PILFERERS



Pallets more likely to be stolen than entire truckloads

The image of tough guys hijacking truckloads of goods is a familiar one to fans of gangster movies. While trucks are the victims of most cargo thefts globally - 75% of them, according to one report - these incidents increasingly do not involve the theft of the entire tractor-trailer.

Instead, cargo theft is increasingly characterized by pilfering: lifting a few boxes or a few pallets of products while a truck is parked at a stop. This tactic makes the job much easier for thieves, on several levels—they don't have to hide the truck, for example—while making things more difficult for carriers, cargo owners, and law enforcement.

Even when thieves purloin an entire truckload, they are more likely to employ some scheme or scam to take possession of ill-gotten freight than to strong-arm a driver to give up his load. Technology has been deployed in an effort to counter rising cargo theft rates, but thieves have countered with their own technology.

CargoNet recorded 188 cargo thefts across the United States and Canada in third-quarter 2018, a 13% decrease over the same period in 2017. The average cargo value per theft event was \$143,949, for a total estimated loss of \$13.9 million across the United States and Canada in this period.



Overseas, the Transported Asset Protection Association (TAPA) identified the biggest cargo crime trend for 2018 in Europe, the Middle East, and Africa (EMEA) as the significant increases in loss values. TAPA's recently published regional cargo crime report for the third quarter of 2018 reported a total loss of \$44.6 million, representing a year-on-year increase of 123.3% or around \$25 million over the same period in 2017.

Scott Cornell, who heads the transportation business at Travelers Insurance, said the increase in incidents and value in EMEA is likely attributable to an increase in voluntary reporting. That assessment appears to be validated in the TAPA report, which noted that robust reporting in the United Kingdom "meant it was the country in EMEA with the highest

number of cargo crime incidents in November 2018, 74.3% of the monthly total." The UK also accounted for most of the total loss value that month.

Back in the USA, California was number one in the nation for cargo thefts in the third quarter with 35 reported incidents, according to CargoNet. Texas ranked second, with 28 reported cargo thefts, overtaking Florida, which dropped from the second-highest state for cargo thefts to sixth. Increases in cargo theft were reported in Illinois and Georgia and the Canadian province of Ontario. New Jersey, usually a hotbed for cargo theft, saw a 73% drop.

Food and beverage, household goods, and electronics were the usual and perennial top-three categories of cargo stolen in North America, with household products and electronics recording increases in theft incidents in the third quarter. In EMEA, food and drink, furniture and household appliances, cosmetics and hygiene products, and clothing and footwear were the top four cargo categories stolen.

"Household goods thefts jumped because of the catastrophes like hurricanes, floods, and fires that occurred during that time," said Cornell. "Unfortunately, bad guys will take advantage when they see opportunities and will steal things like building supplies and appliances because of the demand for them when rebuilding is going on."

'We have seen an increase in pilfering incidents over the last year and a half. Values are going up due to more theft of electronics. Thieves can get \$80,000 to \$100,000 for two pallets of electronics. It's easy to launder those products and sell them in bulk or dispose of them on the black market.'

Scott Cornell, Travelers Insurance



Values are going up

Awareness of cargo pilfering in North America has been on the rise since 2014, according to Cornell, and an effort has been mounted to increase the reporting of those incidents. "We have seen an increase in pilfering incidents over the last year and a half," he said. "Values are going up due to more theft of electronics. Thieves can get \$80,000 to \$100,000 for two pallets of electronics. It's easy to launder those products and sell them in bulk or dispose of them on the black market." Stealing boxes and pallets, Cornell also noted, allows thieves to circumvent tractor and trailer GPS tracking devices.

As an example of the scams used by thieves to steal cargo, TAPA reported that in November, a fake carrier insinuated itself in a subcontractor's pool of suppliers and was later found to be responsible for the theft of goods. The carrier worked normally for two weeks before being assigned to collect a particular load. The driver used documentation, license plates, and insurance information from a legitimate UK company to assist in the theft of the cargo.

When it comes to countering pilfering, raising the level of awareness of the problem among drivers is a key measure that carriers can take. "Drivers should be educated to do a walk around of the truck before they get back on the road after every stop," said Cornell. Without that, it's impossible to know for sure where the theft took place, and that hamstrings law

enforcement efforts to catch perpetrators and recover goods."

High-security rear door locks are also available to harden potential targets of crime. "They are not impossible to defeat," noted Cornell, "but thieves are more likely to pass on trailers with that type of equipment, especially when there are less-secure alternatives available to them."



Technology and security

Technology has also stepped up to help secure truck cargo. "The cost of covert tracking devices has dropped significantly over the last few years and are now very affordable," said Cornell. "Some of these devices can tell you when the door is open and if the trailer is empty. Others can monitor routes and can determine if a load has gone astray."

Unfortunately, thieves, too, deploy technology to their advantage. Sniffers are able to detect tracking devices on board and jammers can scramble the signal. "These are commonplace in Europe and Latin America," said Cornell. "They started to arrive in the US in 2014 and their use has been increasing." Thieves have also been known to use 3D printers to duplicate container and trailer seals.

The current situation is likely to continue, according to Cornell. The thieves are always "looking for ways to throw us off base," he said.

"They will always be devising methods to keep us on our toes."

This article written by journalist Peter Buxbaum originally appeared in the [American Journal of Transportation](#) and is republished here with the kind permission of Peter and the publisher.

EUROPE, MIDDLE EAST & AFRICA REGION

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

January 2019

Austria	1 (0.3%)
Belgium	1 (0.3%)
Denmark	1 (0.3%)
France	4 (1.3%)
Germany	12 (4.0%)
Italy	2 (0.7%)
Kenya	2 (0.7%)
Netherlands	42 (13.9%)
Russia	2 (0.7%)
South Africa	5 (1.7%)
United Kingdom	230 (76.1%)

Number of incidents in month



€5,436,176

Average loss for the 14 major cargo crimes reported to TAPA's Incident Information Service (IIS) in January 2019



€10,797,475

Total loss for the 214 or 70.8% of crimes stating a value

+68.7%

Year-on-year change in the number of recorded cargo crimes vs. January 2018



302

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

€2,300,000

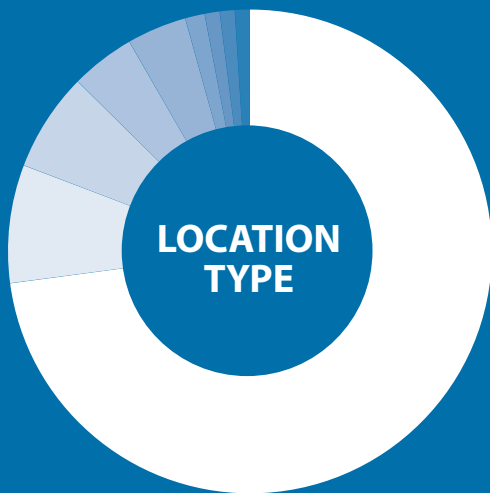
Biggest single loss - Violent hijacking of a cash-in-transit vehicle while en route in Italy on 2 January

Number of countries in EMEA reporting incidents

11



Theft from Vehicle	249 (82.5%)
Theft of Vehicle	15 (4.9%)
Theft from Trailer	7 (2.3%)
Theft from Facility	7 (2.3%)
Theft	5 (1.7%)
Hijacking	5 (1.7%)
Robbery	4 (1.3%)
Theft of Trailer	4 (1.3%)
Theft from Container	3 (1.0%)
Theft from Train	2 (0.7%)
Truck Theft	1 (0.3%)



Unsecured Parking	220 (72.9%)
En Route	24 (7.9%)
Unknown	20 (6.6%)
Secured Parking	13 (4.3%)
Destination Facility	12 (4.0%)
Services 3rd Party Facility	4 (1.3%)
Railway Operation Facility	3 (1.0%)
Origin Facility	3 (1.0%)
Authorised 3rd Party Facility	3 (1.0%)

27

Crimes in EMEA recording a loss value of between €50,000 & €100,000 produced a combined loss total of €1,782,379

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



€50,455

AVERAGE LOSS VALUE LAST MONTH



72.9%

Or 220 of the recorded incidents took place in Unsecured Parking locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	249 (82.5%)
Violent & threat with Violence	25 (8.3%)
Theft from Moving Vehicle	14 (4.6%)
Unknown	10 (3.4%)
Internal	1 (0.3%)
Forced Stop	1 (0.3%)
Deceptive Stop	1 (0.3%)
Deception Other	1 (0.3%)

2018

RECORDED CARGO
CRIMES IN EMEA



€53,625

Average loss
for cargo thefts
with a value

3,981

Number of cargo crimes reported to
TAPA's IIS in EMEA – up 38.2% over
the 2,880 theft incidents in 2017

35

Number of countries
in the EMEA region
reporting cargo theft
incidents in
2018 vs. 41 in 2017

214

Number of major losses with
a value over €100,000



11.2%

Tobacco was the IIS product
category with most thefts, 447 in
total or 11.2% of all crimes

€153,851,274

Total loss in 2018 for the 72.1% of recorded
cargo crimes with a value

15.9% Annual increase in recorded cargo crimes
in Unsecured Parking locations compared to 2017

53.9%

year-on-year increase in
crimes with losses over €100K

2,585

The United Kingdom
recorded the highest number
of cargo crimes – 64.9% of the
annual total and a 73.1% increase
YoY in supply chain thefts

19

Number of TAPA
IIS product
categories
recording losses

€10,123,433

Biggest loss: Theft of metal in a violent truck hijacking in
South Africa's Limpopo province on 10 October 2018

72.1%

of crimes provided a loss value

75.4%



Of reported incidents involved Theft
from Vehicle, 3,004 crimes in total

€90,090,053

Total value of recorded crimes with
a loss of more than €100,000

355

The number of incidents
with a loss value between
€50,000 and €100,000

€421,510

Average daily loss from supply chains in the EMEA region

€420,981

The average loss for the
214 major cargo crimes
reported to TAPA's IIS in 2018

€23.7m

Total value of
losses between
€50,000-
€100,000

2,342

Of the freight theft
incidents in EMEA took
place in Unsecured
Parking locations in 2018

97.4%

Or 3,882 of crimes
recorded in 2018 took
place in 10 countries
in EMEA



AFTER A RECORD-BREAKING YEAR OF CARGO LOSSES IN 2018, THE NEW YEAR KICKED OFF WITH A 68.7% YEAR-ON-YEAR GROWTH IN CRIME AT A COST OF MORE THAN €10.7M

The fact that TAPA EMEA's Incident Information Service (IIS) has just confirmed that the number of recorded cargo crimes in the Europe, Middle East & Africa (EMEA) region in 2018 was the highest in the Association's 21-year history only makes the IIS statistics for January 2019 even more ominous for supply chain security executives.

This year began with 302 newly-reported cargo thefts to TAPA's IIS in the 31 days of January – a 68.7% growth over the same month a year ago.

The 214 or 70.8% of these crimes stating a value produced a total loss of €10,797,475, averaging a cost per crime of €50,455.

14 of the 302 incidents were recorded as major cargo thefts with losses of €100,000 or more. Overall, these accounted for €5,436,176 of the January loss total – resulting in an average per crime of €388,298. In the €50,000-€100,000 loss range, TAPA EMEA received incident intelligence on a further 27 thefts from supply chains in the region with a combined loss of €1,782,379 or an average of €66,014.

As if the numbers were not a big enough cause for alarm, the highest loss last month was also a reminder of the length criminals are prepared to go to when they have a target in sight.

On 2 January, four offenders armed with an automatic weapon used a truck to close a section of highway in Melito di Porto Salvo in Italy's Calabria region. As the cash-in-transit vehicle they were targeting approached the location, the occupants were threatened at gunpoint and forced to leave the vehicle. The criminals then used two bulldozers to smash open the armoured vehicle's strongbox before making their escape with €2,300,000 in cash.



The other major losses in the month were:

€437,255

The theft of a shipment of shoes from a vehicle in Batley, West Yorkshire, UK, on 4 January after thieves cut the locks and seals on a truck parked on an industrial estate.



€434,810

Possibly a separate report of the incident mentioned previously, this crime on 4 January involved the loss of thousands of pairs of cricket shoes from the back of a lorry in Leeds, West Yorkshire, UK. The goods, newly-arrived from China, were stolen in the early hours of the morning.



€421,187

In Skelmersdale, Lancashire in the UK, on 7 January, offenders stole a trailer loaded with confectionary after entering a secured haulage yard in a tractor unit.



€421,187

This Theft from Vehicle crime resulted in the loss of fashion clothing from an HGV and semi-trailer left in an unsecured parking location on an industrial estate in Leicester in the UK. The thieves cut the tarpaulin curtain of the trailer to reach the goods inside on 7 January.



€280,791

Miscellaneous goods – including furniture and craft materials – were loaded onboard a trailer stolen from a secured compound in Birmingham, West Midlands, UK, on 5 January. The thieves entered the site in a tractor unit and proceeded to steal another tractor as well as three shipping containers on trailers.

€199,749

Three parked and unattended HGVs and semi-trailers with no loads onboard were taken on 27 January from a secured parking place in Skelmersdale, West Yorkshire, the second major incident in this vicinity during the month.



€171,214

Unspecified goods were also recorded stolen from a secured parking location in Skelmersdale on 27 January, possibly another report linked to the incident previously listed.



€165,507

38 pallets of wine stolen after thieves took a loaded HGV from a secured haulage yard in Dudley, West Midlands, UK, on 27 January.

€156,090

Footwear taken from a vehicle parked at Chieveley Motorway Service Area in Berkshire, UK, on 16 January, after offenders cut open the tarpaulin side of the vehicle.



€127,839

IT goods stolen in a Theft from Vehicle incident at Newport Pagnell MSA in Milton Keynes, UK, on 17 January after the locks and seals of a container were cut.



€113,950

Car parts were lost in another curtain cutting incident at the same UK motorway services on 3 January.



€103,869

A shipment of children's pushchairs disappeared on 10 January after offenders cut the locks and seals on a vehicle parked in an unknown location on the A14 in Kelmash, Northamptonshire, UK.



€102,728

Toys/Games stolen in yet another tarpaulin cutting crime at Newport Pagnell MSA in the UK. This incident was recorded by TAPA's IIS on 13 January.



PRODUCT CATEGORY	No	%
Unspecified	124	41.1%
Tobacco	35	11.6%
Food & Drink	23	7.6%
Cosmetics & Hygiene	21	7.0%
Miscellaneous	20	6.6%
Clothing & Footwear	18	6.0%
Furniture/Household Appliances	17	5.6%
No Load (Theft of truck and/or trailer)	12	4.0%
Computers/Laptops	6	2.0%
Car Parts	5	1.7%
Pharmaceuticals	4	1.3%
Tools/Building Materials	4	1.3%
Toys/Games	4	1.3%
Tyres	4	1.3%
Metal	3	1.0%
Phones	1	0.3%
Cash	1	0.3%

In the €50,000-€100,000 loss range, the 27 losses included:



€91,085 – theft of car parts from a truck parked in a layby on the A404 in Marlow, Buckinghamshire, UK, on 15 January

€87,661 – Household goods stolen from a truck on 13 January after the curtain side of the vehicle was sliced open in Churwell, West Yorkshire, UK

€84,465 – A shipment of phones taken from a vehicle left on a business park in Wellingborough, Northamptonshire, UK, on 16 January

€82,016 – A violent robbery of miscellaneous products which took place in Hvidovre in southern Copenhagen, Denmark, on 10 January.

€79,447 – Another violent crime which saw a driver delivering tobacco products assaulted by three offenders. After emptying his vehicle within 10 minutes, the three assailants took the driver's keys and mobile phone, before locking him in the back of the vehicle in Coventry, West Midlands, UK

€76,475 – A shipment of shoes stolen in another curtain cutting crime. On 10 January, thieves targeted a vehicle parked in an unsecured location in Bardon, Leicestershire, in the UK

€75,084 – Security guards were tied up by thieves who escaped with coffee products from an Origin Facility in Kerugoya in Kenya on 31 January

€74,192 – Beauty products were stolen from a parked an attended truck at Toddington MSA in Bedfordshire, UK, on 11 January

€73,334 – Another loss of car parts, this time from a motorway service area in Northampton, UK, on 3 January after a truck's security locks and seals were removed

€70,882 – On 16 January, kitchen appliances were stolen from a vehicle parked at Beaconsfield MSA in Buckinghamshire, UK, in another curtain cutting incident





The United Kingdom and the Netherlands recorded 90% of all cargo thefts in January

Recorded incident rates in the United Kingdom and the Netherlands accounted for 90% of the monthly total; the 230 crimes reported in the UK represented 76.1% of the January figures, while a further 13.9% or 42 took place in the Netherlands. Germany was the only one of the remaining 9 countries to record a double-digit loss rate in January, with 12 incidents or 4%.

Losses were seen in 15 TAPA IIS product categories, although in 124 or 41.1% of crimes, the goods stolen were unspecified. 35 thefts of Tobacco were notified to TAPA during the month, and the other product categories with 10 losses or more were:

- Food & Drink – 23 (7.6%)
- Cosmetics & Hygiene – 21 (7.0%)
- Miscellaneous – 20 (6.6%)
- Clothing & Footwear – 18 (6.0%)
- Furniture/Household Appliances – 17 (5.6%)
- No Load (Theft of truck and/or trailer) – 12 (4.0%)

The three most recorded types of incidents last month all involved trucks; Theft from Vehicle – 249 incidents or 82.5% of the total, Theft from Vehicle – 15 or 4.9% and Theft from Trailer – 7 or 2.3%. The majority of these crimes saw offenders targeting trucks in unsecured parking locations, 220 incidents overall or 72.9% of all crimes recorded during the month. Intrusion was the most stated modus operandi used by cargo thieves, while 25 crimes involved the M.O. of Violent & Threat with Violence.

ASIA PACIFIC INCIDENTS

TAPA APAC was notified of six losses in January, including a **€1,777,000** theft of computers/laptops from a container which was en route in Penang, Malaysia. This crime, although added to the IIS database in January, occurred on 26 December. In this case, police later arrested the gang members involved who, the report stated, had targeted the same company twice previously.

Four of the six incidents gave a value, producing a total loss figure of **€1,998,310** or an average of **€499,577**.

India recorded four cargo crimes, including one major loss; a Theft of Vehicle on 7 January in Kerala State which was carrying jewellery/precious metal. The remaining incident – a Theft from Vehicle crime and loss of tobacco products - was recorded in western Australia.



NEW MEMBERS



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

Company	Country	Website
Johnson Matthey	United States	www.matthey.com
Premier Logistics Solutions	United States	www.premier3pl.com
The ILS Company	United States	www.ilscompany.com
Blue Star Security, Ltd.	United States	www.bluestarsecurityltd.com

NEW MEMBERS



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

Company	Country	Website
Atta-Trans Limited	Hong Kong	www.webb-site.com
DKSH Hong Kong Ltd	Hong Kong	www.dksh.com
NNR Global Logistics (HK) Limited	Hong Kong	www.nnrglobal.com
N.F. Smith & Associate	Hong Kong	www.smithweb.com
BSI Services Malaysia Sdn Bhd	Malaysia	www.bsigroup.com
Unilever Philippines Inc	Philippines	www.unilever.com.ph

STANDARDS FAQs #18



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.

Hopefully, through these monthly FAQ articles, many of you have picked up some useful information on how to interpret and use TAPA's Security Standards. In the last article we looked into the future plans for our TAPA Standards and how we will update them over the next year. We will share more details on the Standards in future articles as we continue to develop them.

To compliment the work being done to update our Standards, this month's article takes a look at some ideas and opportunities that may be worth considering to help promote the businesses that support TAPA's Standards. We are all aware that the TAPA Standards provide a minimum set of security requirements to help protect goods, people and services. However, have you ever thought about how you could use TAPA Standards to promote your company in an industry that is increasingly looking for assurances to counter supply chain security threats? What other benefits could be available to TAPA Standards certification holders?

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



Question 1.

Please explain the reasons why Logistics Service Providers seek to obtain TAPA certification?

Answer: Typically, the TAPA certificate holders fall into 3 categories and the reasons for this are as follows:

1. **Compliance:** In many instances, Logistic Service Providers obtain TAPA certification to comply with customer contractual requirements. This is perfectly fine and fits the profile of many of our certification holders;
2. **Opportunity:** Logistics Service Providers which have incorporated TAPA Standards into their own company security policies and procedures. They proactively seek TAPA certification as an opportunity to promote their investment in security measures. They are "security ready" when contacted by potential new customers;
3. **Compliance and Opportunity:** A hybrid of 1 and 2, but we often see a proactive supporter of TAPA Standards actually using the Standards to promote their business and services, especially in niche markets for the transportation of vulnerable loads, where security is one of the most important customer requirements. The Logistics Service Provider will often use TAPA Standards as a baseline but then offer additional security measures according to customer requirements.

Question 2.

If I wanted to promote my TAPA certification to my customers, what advice can TAPA give me?

Answer: TAPA certification is now an established and credible method of demonstrating a Logistics Service Providers' intent to provide adequate security. These are some tips we would recommend:

1. Make sure your customers know about your TAPA certification, even if they don't require it. This will mark you out as a provider which cares about the security of their customers' goods;
2. Include security performance as a discussion topic in your customer meetings. In addition to explaining your security programme, tell them about your relationship with TAPA;
3. TAPA encourages use of its logos where the Logistics Service Provider follows and meets the terms and conditions of use. You can find this information on our website or contact us for help and advice.



STANDARDS SUPPORT



Question 3.

If we wanted to incorporate TAPA branding into our own promotional material, can TAPA help us with this?

Answer: We are available to help and support any members' ideas to promote their business through their association with TAPA. We have to emphasise that our rules do not allow us to endorse Logistics Service Providers' products or services, but we can certainly help regarding the correct use of our branding materials and agreeing text and graphics which can be included in a Logistics Service Providers' promotional materials.



Question 4.

I know some Logistics Service Providers who have an agreement with their customers that they must be TAPA compliant. What does this mean? Is it a benefit option?

Answer: What does this mean? Customers requiring TAPA compliance normally have an agreement with a Logistics Service Provider. The reason for this type of arrangement is often given as it saves costs. This practice is not endorsed or advised by TAPA and it can give false assurances as to the security measures that should be in place. What TAPA compliance often means is that Logistics Service Providers will be expected to implement the TAPA requirements, but they will not have been audited by a TAPA-approved Independent Audit Body (IAB) to validate their conformance to the TAPA Standards. Holding a valid TAPA certificate is the answer to proving a supplier's TAPA conformance status. If things go wrong, a customer who has signed a deal with a TAPA compliant supplier is basically on their own as it is almost certain there will be many non-conformances. It's like driving a car without a licence, you only know there may be a problem after an accident has happened.

Answer: Is it a benefit option? TAPA compliance has no tangible benefits because it's not a sustainable model. The current security measures may or may not be in place and TAPA or its Authorised IABs have no role in the quality or support of ongoing conformance.

NEW MEMBERS



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

Company	Country	Website
Axis Communications	FR	www.axis.com
ATC Computer Transport & Logistics	IE	www.atc-logistics.ie
Sternkraft GmbH	DE	www.sternkraft.com
PHSE SRL	IT	www.phse.com
Voigt Industrie Service AG	CH	www.voigt.ch
Lloyds Transport & Warehousing	GB	www.lloydstransport.com
Volkswagen AG	DE	www.volkswagen-ag.de
Transportes Valado	PT	www.tdv.pt
VTs Logistics B.V.	NL	www.vts.nl
AirBridgeCargo	RU	www.airbridgecargo.com
Integre Trans	LT	www.integretrans.com

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 Fulfillment Poland sp. z o.o.	PL	Sady	A
FSR	Amazon Fulfillment Poland sp. z o.o.	PL	Bielany Wrocklawskie	A
FSR	Amazon Fulfillment Poland sp. z o.o.	PL	Bielany Wrocklawskie	A
FSR	ARAMEX INTERNATIONAL LLC	AE	Dubai	A
FSR	Cargo-Partner EOOD	BG	Sofia	A
FSR	DHL Express (Austria) GmbH	AT	Anthering	A
FSR	DHL GLOBAL FORWARDING SPAIN, S.L.U.	ES	Madrid	A
FSR	DHL International Beograd d.o.o.	RS	Novi Sad	B
FSR	DHL International Nigeria Limited	NG	Lagos	A
FSR	DHL Operations BV (Jordan) Services	JO	Amman	A
FSR	DHL Supply Chain	IE	Dublin	A
FSR	DPDgroup UK Ltd	GB	Cardiff	C
FSR	DPDgroup UK Ltd	GB	Dagenham	C
FSR	DPDgroup UK Ltd	GB	Reading	C
FSR	DPDgroup UK Ltd	GB	Chelmsford	A
FSR	Flextronics International Kft.	HU	Budapest	A
FSR	Kuehne + Nagel Ltd	GB	Wellingborough	A
FSR	Naeko Handling S.L.U.	ES	Barcelona	A
FSR	Schenker Arkas Nakliyat ve Tic. A.S.	TR	Bursa	A
FSR	Schenker Arkas Nakliyat ve Tic. A.S.	TR	Gebze	A
FSR	Schenker Arkas Nakliyat ve Tic. A.S.	TR	Istanbul	A
FSR	Schenker Deutschland AG	DE	Radeburg	A
FSR	Schenker Logistics Nederland B.V.	NL	Tilburg	A
FSR	Schenker Nemzetközi Szallitmanyozasi es Logisztikai Kft.	HU	Szigetszentmiklós	A
FSR	Schenker Oy	FI	Vantaa	A
FSR	Schenker SIA (Terminal)	LV	Riga	A
FSR	Schenker SIA (Warehouse)	LV	Riga	A
FSR	SEUR GEOPOST S.L.U. (U.U. MADRID)	ES	Madrid	A
FSR	Syncreon Technology Hungary Kft.	HU	Gyál	A
FSR	Unipart Technology Logistics	GB	Nuneaton	A
TSR	Company Name	Country	Category	
TSR	Serviroad SA	PT	Level 1 / Category Small	
TSR	Serviroad SA	PT	Level 2 / Category Medium	
TSR	Prevost Hungária Kft.	HU	Level 1 / Category Small	



ASIA PACIFIC REGION

FSR	Company Name	Country	City	Class
FSR	DHL - Sinotrans International Air Courier Ltd. Guangzhou Area (Panyu Service Center)	China	Guangzhou	A
FSR	DHL Express (India) Pvt Ltd	India	Delhi	A
FSR	DHL Express (India) Pvt Ltd	India	Hyderabad	A
FSR	DHL Express (Malaysia) Sdn Bhd	Malaysia	Penang	A
FSR	DHL Express (Malaysia) Sdn Bhd	Malaysia	Melaka	A
FSR	DHL Express (Singapore) Pte Ltd	Singapore	Singapore	A
FSR	DHL Supply Chain Singapore Pte Ltd	Singapore	Singapore	A
FSR	DHL-Sinotrans International air courier Ltd Shanghai Branch, HQN Service Center	China	Shanghai	A
FSR	DKSH Hong Kong Limited	Hong Kong	Hong Kong	A
FSR	Instakart Services Pvt Ltd	India	Bengaluru	A
FSR	Instakart Services Pvt Ltd	India	Delhi	A
FSR	Instakart Services Pvt Ltd	India	Mumbai	A
FSR	Instakart Services Pvt Ltd	India	Gurgaon	A
FSR	Kerry Logistics Network Limited	Hong Kong	Hong Kong	A
FSR	Pantos Incheon International Airport Logistics Center	Korea	Incheon	A
FSR	Schenker Korea Ltd	Korea	Seoul	A
FSR	Schenker Logistics (Guangzhou) Company Limited - Shenzhen Branch	China	Shenzhen	A
FSR	Sea-Air Logistics (H.K) Ltd	Hong Kong	Hong Kong	C
FSR	Smith & Associates Far East Limited	Hong Kong	Hong Kong	A
TSR	Company Name	Country	City	Class
TSR	Shenzhen Top Trans Logistics Co., Ltd	China	Shenzhen	Level 2
TSR	Great Loyal Logistics Limited	Hong Kong	Hong Kong	Level 2
TSR	Sandy Logistics (2000) Co. Ltd	Thailand	Bangkok	Level 3
TSR	Key International Logistics (Shanghai) Co., Ltd	China	Shanghai	Level 2





TAPA AMERICAS' FIRST WEBINAR OF 2019 TAKES PARTICIPANTS THROUGH THE END-TO-END CARGO THEFT AND INVESTIGATION PROCESS



Nearly 140 people took part in TAPA Americas' first webinar of 2019 as Chuck Forsaith, Senior Director – Healthcare

Distribution Alliance, Pharmaceutical Cargo Security Coalition, delivered a "Cargo Theft 'Table-Top' Simulation Webinar."

These webinars by Subject Matter Experts and thought leaders aim to support the professional development and knowledge of TAPA members and non-members with the goal of enhancing secure supply chains.

Chuck Forsaith ensured the 2019 series got off to a compelling start on January 31, 2019. He joined the Healthcare Distribution Alliance in November 2017 after 16 years working for a pharmaceutical manufacturer and 21 years of service as both a New Hampshire Municipal and State Police officer.

In his webinar, Chuck walked participants through all of the aspects of a modern-day

domestic cargo theft, using simulation to cover such topics as criminal methodologies, notifications, appropriate responses, dealing with law enforcement, partnering with your insurer, where to look for your stolen product, preventative strategies, and tracking technologies,

The webinar exposed the complexity of cargo theft and the preparation and planning necessary to mitigate that risk. It also identified all the relevant contacts that need to be made in the process of the recovery, and exposed the vulnerabilities and proposed programs and procedures to mitigate those vulnerabilities.

Participants were presented with three significant considerations security professionals should always keep in mind to prevent cargo theft:

- be familiar with the people with whom you do business – and be aware of their operational processes, who they contract with, and the policies and procedures they have in place

- visibility of your assets in transit and storage
- the importance of sharing intelligence. A comprehensive supply chain security intelligence network is an invaluable resource.

Some best practices highlighted in the webinar recommended:

- All vendors handling your shipment need to be aware of your security requirements
- Your vendor needs to know who to contact if something goes wrong
- You, in turn, need to know who and how to get hold of your vendor if there is ever an issue
- The trucking company you use should have its own shipment tracking capabilities
- Your company should have its own, independent, shipment tracking capabilities

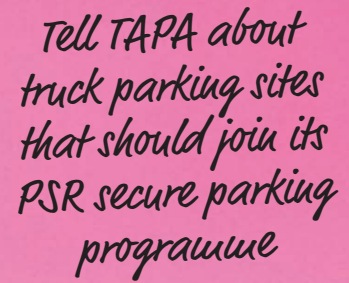
Future TAPA Americas' webinars will look at cargo theft investigations, TAPA Standards training, and the role of innovative technology in mitigating cargo theft and assisting in recovery.



Share my
incident data
with TAPA's
IIS team



Encourage my
transport providers
to adopt TAPA's TSR
Standard



Tell TAPA about
truck parking sites
that should join its
PSR secure parking
programme




Make more of our
TAPA FSR certified
facilities.



Introduce TAPA
to my local law
enforcement
contacts



Add a requirement
for TAPA Security
Standards to our
logistics contracts



Send links to any
cargo crime news
stories I see to
iis@tapaemea.org



PUT FORWARD
IDEAS FOR
CONFERENCE
TOPICS OR VIGILANT
ARTICLES



Encourage our
partners and
suppliers to join
TAPA

Get more engaged and help TAPA to improve your supply chain resilience...

2019 is going to be another exciting year of growth and development for TAPA as our teams in the Americas, Asia Pacific and Europe, Middle East and Africa deliver more benefits to help improve the resilience of our members' supply chains.

You can make a difference too.

Please take a moment to think about what you can do to support our work and to progress our role as the world's leading Security Expert Network for everyone in the supply chain.



WORKING TOGETHER TO KEEP GLOBAL SUPPLY CHAINS SAFE & SECURE