

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR TAPA'S GLOBAL FAMILY

PARKING PROGRESS

As EU Study identifies a lack of 400,000 safe and secure truck parking places in Europe, will more Parking Place Operators take this opportunity to grow?

Page 3: Project CARGO investigation leads to arrests of cargo crime gang in Poland

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welcome

A TIMELY REMINDER OF THE POWER OF COLLABORATION

In this issue of *Vigilant*, you will read about one of the first successes of Project CARGO, the EU initiative to disrupt Organised Crime Groups (OCGs) in Europe.

This is a triumph for collaboration – and that is something which is at the core of the TAPA Family and the future of our Association.

Our members employ the finest supply chain security professionals and are investing in, and deploying, some of the most sophisticated risk management programmes in the world today – but, I think we all agree, that everything we do is better when we have the additional ability to collaborate with others who are also trying to deliver resilient end-to-end supply chains.

So, listening to the speakers at our TAPA EMEA conference in Berlin, has been very inspirational. Once again, we brought together an outstanding group of presenters and panellists who were willing to give us their

time to share their knowledge, expertise and experience to help other security professionals.

It is a clear reflection of the importance of the TAPA Family that we can attract the Chief Security Officers of Volkswagen and Facebook to speak to our members, and that Samsung SDS was so willing to share its ‘zero tolerance’ strategy and a case study on a cargo crime that impacted its supply chain. It is also significant that law enforcement specialists from Denmark, Germany and the United Kingdom joined us on stage to talk about criminal activities and crime prevention in their jurisdictions. And, we welcomed CanTrack Global’s Managing Director, Peter Thompson, who opened our eyes to the cyber and physical security threats to supply chain fleets.

It is this willingness to help others in our Security Expert Network that increases our ability to stop cargo crimes from occurring.

Since our last issue, the EU has also published the findings of its ‘*Study on Safe and Secure Parking Places for Trucks*’ and next month

TAPA EMEA will be part of an expert group invited by the Commission to implement and promote the Study’s findings. This is another opportunity for supply chain security stakeholders to collaborate towards our shared goal of increasing the number of secure parking places in Europe.

In Berlin, Nick Lovrien, Chief Global Security Officer of Facebook, reminded us that ‘security is not a competitive advantage’. He also highlighted the importance of information sharing in a world where the pace of change is accelerating.

As the leading Security Expert Network for everyone in the supply chain, TAPA is able to serve as a collaboration hub, gathering and sharing information all of our members can benefit from – and this is a role we want to grow. It is also something every member of our Association can contribute to.

The statistics reported in this issue for recorded cargo crimes in EMEA in February as well as losses suffered by the Electrical and Electronics industry in Brazil in 2018 are reminders that, all over the world, there are supply chain security professionals who will be looking for advice and solutions to protect their businesses. TAPA will be an increasingly good source to turn to for help.

As we clearly stated in Berlin, we cannot stand still or become complacent. We must continue to grow and move forward at an ever-faster pace.



'It is a clear reflection of the importance of the TAPA Family that we can attract the Chief Security Officers of Volkswagen and Facebook and other leading Subject Matter Experts to speak at our conference.'



Thorsten Neumann
Chairman

PROJECT CARGO GETS TO GRIPS WITH DISRUPTING ORGANISED CRIME GROUPS IN EUROPE WITH THE ARRESTS OF 10 CARGO THEFT SUSPECTS IN POLAND



The goal of the new EU-funded Project CARGO initiative to disrupt organised crime groups involved in freight thefts in Europe is already producing tangible results with the arrests of 10 suspects believed to be responsible for a series of losses from vehicles in Austria, the Czech Republic, Denmark, Italy, Poland and Slovakia during a two-year crime wave.

The project group, led by the German State Office of Investigation of Saxony-Anhalt, assisted Polish authorities in their investigation and the arrests, which also included the recovery of more than

€100,000 of stolen goods. The operation to detain the suspects – which involved some 200 police officers and officials of the Polish customs and financial authorities - was coordinated by the Gorzow Wielkopolski Police Central Investigation Bureau.

Six of the suspects were arrested by police from Warsaw and Gorzow as they were unloading truckloads of stolen cargo. Four others were apprehended following a search by officers of 30 apartments, cellars, garages and storage rooms. During this process, investigators found goods including high quality home and electrical appliances, lawnmowers and chainsaws.

Polish authorities also seized luxury vehicles and other assets of the gang members, with a reported value of €600,000. The gang is believed to have been involved in more than 40 cases of cargo crime.

According to reports following the arrests, the gang had clearly defined roles and responsibilities. So-called 'sliders' had the job of identifying goods, which they did by cutting open the tarpaulins of semi-trailers at night while drivers stopped at parking lots to take their rest breaks. Once they had confirmed the cargo

was of interest, they would call in 'transporters' whose job it was to load the goods into vans bearing forged licence plates and then take them immediately to Poland, where they were stored while waiting to be sold.

More recently, prior to their arrests, the gang members were said to have been active in southern Germany.

TAPA EMEA is the first industry association to be invited to join Project CARGO in support of its objective of targeting mobile organised crime groups specialising in cargo theft. The group consists of specialists from Europol, the European Union's law enforcement agency, and Eurojust, the EU agency dealing with judicial co-operation in criminal matters among agencies of the Member States, as well as law enforcement investigators from EU Member States, including Germany, France, the Czech Republic, Sweden, the Netherlands, Denmark and Austria.

Thorsten Neumann, Chairman of TAPA EMEA, said: "We congratulate the Project CARGO team on this successful investigation. OCGs operating across Europe will have seen the media reports of these arrests and it is just a matter of time before the net closes around them too. This high level of collaboration by national law enforcement agencies is exactly what is needed to counter the massive level of cross-border criminal activity and we will ensure TAPA does everything possible to support this initiative in terms of intelligence sharing."

So-called 'sliders' had the job of identifying goods, which they did by cutting open the tarpaulins of semi-trailers at night while drivers stopped at parking lots to take their rest breaks.



TAPA WELCOMES THE FINDINGS OF THE EU'S '*STUDY ON SAFE AND SECURE PARKING PLACES FOR TRUCKS*' AND JOINS EXPERT GROUP WORKING TO MEET THE REQUIREMENTS OF INDUSTRY

TAPA EMEA has welcomed the publication of the final report on the European Commission's '*Study on Safe and Secure Parking Places for Trucks*' as another important step towards the creation of a network of secure parking sites for high value, theft targeted products as they move in supply chains across the continent.

The study highlights the billions of euros worth of goods transported on the Trans-European Road Network every day, which it says constitutes the backbone of the EU economy. Long distance trips – which require drivers to take an overnight break – account for 27% of the total EU28 road freight tonnes kilometres. It also recognises that ‘in the road haulage sector, cargo, equipment, and, increasingly, personnel are targets for criminals... robberies, hijacks and other violent forms of cargo theft jeopardize employee safety’.

The study adds: “In addition, criminals cause substantial financial and reputational losses to supply chain operators as the European road freight transport sector continues to be an attractive target for cargo thieves and traffickers. Cargo thefts in the European Union alone result in direct losses estimated to exceed €8.2 billion per year, with most thefts taking place when trucks are parked.”

The EU’s survey of different stakeholder groups to identify the needs and requirements of potential users of safe and secure parking places found:

- 50% of drivers find information on parking locations via the internet; 46% of drivers would like to have access to a new, dedicated secure truck parking app and 35% need a better information app
- 86% of transport operators and 83% of drivers surveyed said there is an insufficient number of safe and secure parking areas in Europe
- 64% of female drivers have experienced unsafe situations at overnight parking areas
- Transport operators usually reimburse truck drivers for overnight and weekly rests, while drivers pay for daily breaks themselves
- 71% of shippers - cargo owners – said there are not enough resources to find and book available parking places in areas with closed, dedicated truck slots
- 40% of parking operators do not operate a slot booking service
- The average occupation rate of parking areas exceeds 60% for vehicles making overnight and weekly stops, with lorries staying an average of 8-12 hours in a parking space. 40% of parking operators in the survey do offer a slot booking service
- Out of the subset of parking operators with existing certification, 80% conducted a self-assessment of their service level and 47% conducted a self-assessment of their security level. They felt there is an urgent need for a clear definition of safe and secure parking areas in the EU and for the establishment of an independent body to oversee truck parking area security standards



- Insurers require parking areas to have external fencing or alternative barriers, CCTV, and site surveillance through regular security checks. They also call for better information regarding parking availability and opening hours, to allow for better route planning

In announcing its findings, the Commission stated: “400,000 safe and secure parking spaces are lacking in the EU. Cargo crimes are

more frequent than ever, and about 75% of these incidents are happening when trucks are parked in insecure parking places. As a response to this critical situation, both for drivers and cargo owners, the Commission is promoting safe and secure parking areas, making available CEF-funding, and it is setting up an expert group to implement the agreed standard.

“Most road users have witnessed overcrowded truck parking areas along motorways, where trucks are parked on entry/exit ramps to parking areas due to capacity problems. It is not only extremely dangerous in terms of road safety, it is also highly uncomfortable and stressful for drivers, and worrying for cargo owners as these parking areas in most cases provide no protection against intrusion and theft.”

Criminals cause substantial financial and reputational losses to supply chain operators as the European road freight transport sector continues to be an attractive target for cargo thieves and traffickers.



It added: "Drivers have no choice but to stop when the maximum driving time expires, and deserve a comfortable, safe and secure rest."

The study proposes a common standard for safe and secure parking areas and the Commission is creating an expert group to further implement and promote the study findings. This expert group will include drivers, unions, hauliers, truck manufacturers, forwarders, cargo owners, insurers, technology providers, auditors, motorway and parking operators and parking organisations, and will meet for the first time on 2 April 2019.



Thorsten Neumann, Chairman of TAPA EMEA, said: "The EU takes the subject of safe and secure parking for trucks extremely seriously and

its proactive approach to tackling this problem – alongside this detailed study – is sending a clear message to all stakeholders about the need for more secure parking which meets a

clear set of requirements for all levels of security. TAPA is of the same view, which is why we are continuing to progress with our own Parking Security Requirements (PSR), a secure parking standard which has been designed by industry for industry and which is already gaining strong support from Parking Place Operators across Europe. We welcome the opportunity to be part of the EU expert group to further develop a resilient secure parking network in Europe and to ensure the best possible protection of drivers, vehicles and cargoes moving across the continent. By aligning PSR with the requirements identified

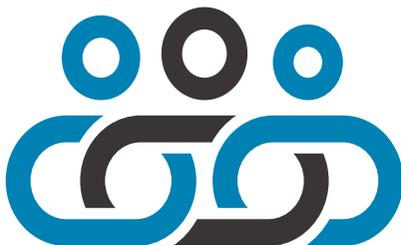
by the EU, we can ensure the shared objectives of the study lead to the long-term supply chain resilience outcome we all want to see."

TAPA's PSR includes an online mapping tool which allows route planners to see recorded cargo crimes on their intended routings as well as the locations of parking places participating in the Association's secure parking programme. 30 parking places across Europe are already listed on the tool and this number is expected to double in the coming months with more parking operators expressing their interest in joining the PSR programme.



The study proposes a common standard for safe and secure parking areas and the Commission is creating an expert group to further implement and promote the study findings

WELCOME TO OUR NEW MEMBERS



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

Company	Country	Website
Divine Enterprises	United States	http://divinetrans.com
Herbalife Nutrition	United States	https://www.herbalife.com

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

Company	Country	Website
Autida AB	SE	www.autida.com

EYE-ON-TECH



A look at some of the latest news and developments in the world of supply chain security technology...

With the IFSEC global security industry event ahead of us in June, manufacturers are remaining conservative with new launches and releases as they wait for their 'big reveal' in London.

Here, however, is a selection of some of the latest updates which may be of interest to TAPA members:

Hikvision showcases its Security Radar intrusion detection solution

The solution uses 'cutting-edge' Hikvision technology to accurately pinpoint the location and motion trail of up to 32 potential intruders per radar, even in the harshest weather conditions.

Hikvision Security Radar is designed to monitor large, exposed spaces with harsh weather, and where the perimeter environment is too complex for deployment of only video surveillance cameras. Thanks to its reliability in all weathers, wide detection angle and ultra-accurate intruder detection capabilities, the company says it is perfect for locations such as ports, airports and large open industrial areas.

It offers:

- Accurate detection over a wide angle of 100° and up to a distance of 60m
- Digital beam-forming technology and intelligent analysis algorithms to accurately detect all target movements, keeping false alarms to a minimum

- The ability to link with as many as four pan-tilt-zoom (PTZ) cameras at once
- A configuration that triggers an alarm when an intruder is detected and starts video recording to help with visual verification of the intruder

Hikvision Security Radar supports Power over Ethernet (PoE) so users can just plug and play.

For more information, go to www.hikvision.com

Oncam releases new Evolution camera line

Oncam, one of the leading providers of 360-degree video capture and business intelligence technology, has released its new and improved Evolution 05 and 12 Stainless Steel Camera line to meet surveillance needs in the most demanding environments. The updated Stainless Steel Camera includes:

- The camera enclosure is more compact and aesthetically pleasing for applications featuring high-end architecture
- In addition to the camera's NSF Certification and IP69K rating, the new design adds more certifications that demonstrate its effectiveness in harsh atmospheres
- NEMA 4X and 6P: for enhanced compliance in the North American market
- IP68: Certifies protection against submersion
- IK10+: Certifies enhanced protection against impact/vandalism
- Tamper-proof security. The front cover of the camera can only be opened using a bespoke tool, providing increased safety and protection

Find out more here

Seetec Germany launches R13 release of Cayuga VMS Platform

With its latest R13 release, SeeTec's innovative tool makes it even easier to create comprehensive environments consisting of multiple systems and applications communicating with each other. The SeeTec Event Interface (SEI) breaks new ground to connect the SeeTec Cayuga video management software to third-party security products using a flexible, driver-based approach. All events from third-party applications, such as access control, burglar alarm and many more, can now be visualized within the VMS, for example by displaying them in maps and floor plans or opening the relevant camera streams. This gives system operators a much better overview, reducing the reaction time in case of critical incidents significantly.

Amongst the usability features implemented in R13, the video backup functionality within SeeTec Cayuga has received a major revamp. It allows the automatic backup of video recordings based on time schedules or, now, on event triggers. If a backup operation is interrupted (e.g. when using Wi-Fi connections to offload data from mobile units such as trains or trams), it can be resumed automatically. An improved notification system provides full transparency about the status of scheduled and ongoing backups. To keep recording gaps at an absolute minimum, SeeTec Cayuga R13 now supports mirrored recording, which means, that the video streams coming from the cameras can be recorded simultaneously on two servers. Furthermore, the playback of archive footage has been optimized.

Learn more at www.seetec.de

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



CARGO LOSSES UP 7% TO \$800M IN 2018 BUT NEW GOVERNMENT IS A CAUSE OF HOPE AS IT SETS ABOUT TACKLING FREIGHT CRIME, SAYS ABINEE

Cargo crime data for 2018 from the Brazilian Electrical & Electronics Industry Association (ABINEE) shows another hike in loss values.



Vigilant spoke to the Association's Director of Loss Prevention, Fabio Barbosa, to find out more...

What do the statistics for 2018 reveal?

They show a US\$800m loss, up 7% year-on-year. This number represents between 7% to 9% of the total number of incidents for all industries in Brazil.

Are you seeing any new types of M.O?

Yes, we have seen a rise in the number of fictitious pick-ups.

Can you estimate the impact of cargo crime in other sectors?

The sectors of food & beverage, pharmaceuticals and tobacco all together represent nearly 50% of the total number of losses.

How closely is ABINEE working with other industry associations to manage these risks?

ABINEE occupies a prominent place due to the fact it was first in declaring war against cargo theft. Several other sectors are now joining us; companies from the pharma, retail, tobacco, food and beverage industries as well as logistics providers and law enforcement are now guest members at our meetings and strategic reviews.

What are companies doing to fight crime?

Several companies are adopting very tight transportation risk management rules, utilizing armoured trucks to transport high-value shipments, and carrying out counter surveillance, such as route audits.

What is the outlook for 2019?

The new Brazilian government is working to change the laws relating to cargo theft, and the receiving and distribution of stolen goods, in order to raise the penalties. Some of the new laws include the withdrawal of operating licenses from the companies that are selling stolen goods. Moreover, the investments in public security, technology and intelligence are increasing for the first time in decades. New technologies are appearing in the market, including new disruptive technologies which enable smart packaging solutions. These change the way we track, identify and connect with different products from factories to the end customers.

Did anything surprise you in terms of supply chain losses last year?

The big surprise was in the state of Espírito Santo. Due to the tax incentives in the region, more shipments are crossing the area, which is transforming it into a target for cargo criminals.

'The new Brazilian government is working to change the laws relating to cargo theft, and the receiving and distribution of stolen goods, in order to raise the penalties.'

What advice would you give companies trying to protect their supply chains in Brazil?

Firstly, hire competent people to manage supply chain security, establish tight security protocols, audit every vendor and don't think twice about removing any bad behaviors from your operations.

Did the geography of cargo crime change in 2018?

No, the Southeast continued to account for 82% of incidents; Sao Paulo = 29%, Rio de Janeiro = 27%, Minas Gerais = 22% and Espirito Santo = 4%. The Northeast, South, Central and North of Brazil accounted for the remaining 8%, 6% and 4% respectively.

Is there any cause for optimism in the fight against cargo crime?

We are very optimistic with the new government. The appointment of Sergio Moro as Minister of Justice is a clear signal of change and, for the first time, we are seeing the criminals being afraid.



QUICK FACTS

- **Number of Incidents:** 2.417 cases – up 3% vs. 2017
- **Security Spend in 2018:** US\$4.5 billion
- **Highways with the most hijackings:**
 - Highway BR101 - 35%
 - Highway BR116 - 27%
 - Highway SP330 - 14%
 - Highway SP348 - 8%
 - Others - 16%
- **Type of incidents:**
 - Hijacking & Armed Robbery - 90%
 - Theft - 5%
 - Facility Invasion - 2%
 - Pilferage - 3%
- **Products targeted:**
 - Notebooks 24%
 - Audio and Video 18%
 - Monitors and All in One 5%
 - Televisions 4%
 - Tablets 1%
 - Cellphones 7%
 - Printers 2%
 - Processors and Memories 1%
 - Cameras 2%
 - White Line 36% (refrigerators, stoves, air conditioning, microwaves, etc.)

**BERLIN
2019**

TAPA EMEA CONFERENCE

THANK YOU!

TAPA EMEA wishes to acknowledge the great support of all of our sponsors and exhibitors for helping to make our Berlin conference such a success. We hope to see you again at our next event in Dublin.



EUROPE, MIDDLE EAST & AFRICA REGION

CARGO CRIME MONITOR

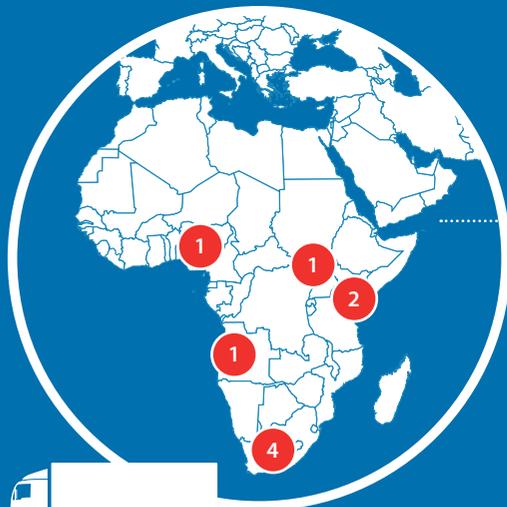
CARGO THEFT BY COUNTRY



February 2019

Belgium	3 (1.0%)
Bulgaria	1 (0.4%)
Denmark	1 (0.4%)
France	3 (1.0%)
Germany	7 (2.4%)
Ireland	1 (0.4%)
Italy	1 (0.4%)
Kenya	2 (0.7%)
Namibia	1 (0.4%)
Netherlands	43 (14.9%)
Nigeria	1 (0.4%)
Norway	1 (0.4%)
Poland	1 (0.4%)
Slovakia	1 (0.4%)
South Africa	4 (1.4%)
Sweden	1 (0.4%)
Uganda	1 (0.4%)
United Kingdom	212 (74.2%)

Number of incidents in month



€1,144,270

Average loss for the 4 major cargo crimes reported to TAPA's Incident Information Service (IIS) in February 2019



€9,088,350

Total loss for the 210 or 73.6% of crimes stating a value

+77%

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

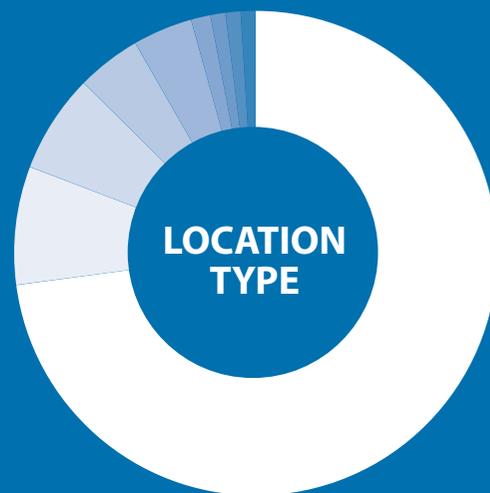


285

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



Theft from Vehicle	223 (78.2%)
Theft of Vehicle	22 (7.7%)
Theft from Trailer	16 (5.6%)
Theft from Facility	7 (2.4%)
Theft of Trailer	6 (2.1%)
Theft	5 (1.8%)
Fraud	2 (0.7%)
Hijacking	2 (0.7%)
Robbery	1 (0.4%)
Truck Theft	1 (0.4%)



Unsecured Parking	188 (66.0%)
Unknown	31 (10.9%)
En Route	24 (8.4%)
Destination Facility	19 (6.7%)
Secured Parking	12 (4.2%)
Authorised 3rd Party Facility	6 (2.1%)
Services 3rd Party Facility	3 (1.0%)
Origin Facility	2 (0.7%)

17

Crimes in EMEA recording a loss value of between €50,000 & €100,000 produced a combined loss total of €1,071,279

€3,400,000

Biggest single loss - Theft of Vehicle and its cargo of cash from an unsecured parking location in Aubervilliers, France, on 11 February.

Number of countries in EMEA reporting incidents

18

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



€43,277

AVERAGE LOSS VALUE LAST MONTH



66%

Or 188 of the recorded incidents took place in Unsecured Parking locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	245 (85.9%)
Theft from Moving Vehicle	15 (5.3%)
Violent & Threat with Violence	10 (3.5%)
Unknown	8 (2.8%)
Internal	3 (1.0%)
Deception Other	2 (0.7%)
Deceptive Pick Up	1 (0.4%)
Deceptive Stop	1 (0.4%)

ONLY TWO MONTHS INTO 2019 AND TAPA IS ALREADY PREDICTING ANOTHER RECORD YEAR OF CARGO LOSSES IN EMEA AS INCIDENTS RISE 77% IN FEBRUARY AND LOSSES SURPASS €9M

Only two months into the year and TAPA EMEA is already forecasting 2019 will be another record year for recorded cargo crime in the Europe, Middle East & Africa (EMEA) region.

This prediction is based partly on the growing number of data sharing agreements the Association is developing with other supply chain security and law enforcement stakeholders as well as the significant increase in incidents reported to TAPA's Incident Information Service (IIS) in January and February.

While the monthly data referenced in *Vigilant* is accurate as the e-magazine goes to press, TAPA EMEA members are also being encouraged to regularly visit the IIS database, where new incidents are being added regularly and increasing the level of intelligence available to help manage risk.

In 2018, the lower level of incidents in the opening months of the year led to questions as to whether the number of freight thefts in the region were genuinely in decline, although the rapid escalation of losses in the second half of the year soon dispelled this optimistic theory. 2019 data shows the level of cargo crime to be accelerating at an even faster pace.

After the 68.7% year-on-year growth in incidents reported to the IIS database in January, last month's data took this upward curve even higher, with the 285 crimes reported before *Vigilant* went to press representing a 77% increase over the 161 incidents in February 2018.

The total loss for the month of **€9,088,350** – based on the 210 or 73.6% of incidents reporting a value – was up some 38% over the **€6.5m** recorded in the same month of 2018. Only four of these crimes were classed as major incidents, producing a combined loss of **€4,577,080** or an average of **€1,144,270**. The average loss in February for all incidents with a value was **€43,277**.

The four major crimes last month were:

€3,400,000

A Theft of Vehicle with an Internal M.O. was recorded on 11 February in Aubervilliers in Île-de-France. The cash-in-transit truck in question stopped in an unsecured location while the two guards onboard left the vehicle. They returned to discover the truck and its driver had disappeared, along with the cash. The vehicle was found a short distance away with its doors wide open but the money and driver were nowhere to be found.



€700,000



Few details were recorded for this loss of perfumes in Burgerveen, North Holland, on 28 February, which stated the type of incident as Fraud.

€327,080



Thieves used a tractor unit to steal a parked and unattended shipping container from an unsecured parking place on an industrial estate in Ipswich, Suffolk, in the UK, on 23 February. The diverse range of products inside the container included plates, bath products, brooms, pens, ribbons, clothing and footwear, marine equipment and metal detectors.

€150,000

Offenders made three cuts in the curtain side of a trailer at a gas station in Liège on 15 February, before breaking the security seal on the rear doors of the vehicle and escaping with five pallets of toys and games.



17 other crimes produced a loss of over €1m



TAPA's IIS team also recorded information on 17 further cargo thefts with a value of between €50,000 and €100,000. These culminated in a combined loss of €1,071,279 or an average of €63,016. These included:

- €86,213 – Whisky was stolen from a truck parked at Watford Gap motorway service area (MSA) in the UK on 6 February after thieves cut a hole in the vehicle's tarpaulin curtain
- €85,000 – A fraudulent deceptive pick-up of a shipment of herbicides from an Origin Facility in Sofia, Bulgaria, on 15 February. The bogus freight forwarder behind the crime has reportedly targeted other consignors previously
- €73,568 – Fashion clothing stolen from a motorway services on the M1 in Milton Keynes on 4 February after thieves cut the trailer's rear door locks and seals
- €72,524 – A shipment of coffee machines stolen from a vehicle in an unsecured parking place at an MSA in Northampton, UK, on 20 February
- €64,465 – A cargo of tyres was taken after offenders sliced open the tarpaulin curtain on a truck in an unsecured parking location in Daventry, Northamptonshire, UK, on 20 February

- €64,372 – Another cargo theft at a UK MSA, this crime at Trowell services on the M1 in Nottinghamshire on 5 February resulted in the loss of a shipment of bicycles
- €62,944 – Titanium products were stolen from a truck parked in a layby in Kent in the UK on 6 February after cutting open the curtain side of the parked and attended vehicle
- €62,163 – Newport Pagnell MSA in Milton Keynes, UK, was the location of this loss of computers/laptops on 19 February – another curtain-cutting crime
- €62,073 – In a similar incident at Tamworth services on the M42 in Warwickshire, UK, on 7 February, a cargo of vacuum cleaners was targeted by thieves
- €60,782 – Offenders also cut the tarpaulin side of a truck parked in a layby on the A5 in Crick, Northamptonshire, UK, on 20 February in order to steal a shipment of sports clothing

Of the 18 countries recording cargo crimes in TAPA's IIS database in February, only the United Kingdom and the Netherlands reported double-digit loss rates; 212 or 74.2% and 43 or 14.9% respectively.

58 thefts of Tobacco and eight IIS categories with losses exceeding €100,000



As in January, the IIS product category with the highest number of recorded losses was Tobacco with 58 incidents or 20.4% of the monthly total. These crimes produced losses in excess of €725,000. Four other TAPA IIS categories recorded 10 or more cargo thefts during the month:

- Food & Drink – 31 or 10.9% of the February total
- Clothing & Footwear – 12 or 4.2%
- No Load (Theft of truck and/or trailer) – 11 or 3.9%
- Furniture/Household Appliances – 10 or 3.5%

In terms of product loss values, Tobacco was one of eight IIS categories with total losses of €100,000 or more during the month. There others were:

- Cosmetics & Hygiene crimes with a value of **€782,478**
- Food & Drink - **€742,420**
- Furniture/Household Appliances - **€268,470**
- Clothing & Footwear - **€260,841**
- Tyres - **€196,079**
- Car Parts - **€114,253**
- Metal - **€106,624**



Losses of miscellaneous goods accounted for €600,000 of the February loss total, with goods targeted by thieves including stationery, batteries, fishing tackle, garden furniture, engine oil, optical equipment and gas cylinders.



Theft from Vehicle crimes accounted for 223 or 78.2% of all incidents last month – with 188 or 66% of reports stating Unsecured Parking as the location of the loss.



Incident descriptions of note included:

- Police in Kampala, Uganda, who were called to a crime in progress at an Authorised 3rd Party Facility on 24 February shot dead four offenders who were trying to steal flatscreen televisions
- In Runcorn, UK, on 25 February, thieves were able to enter a secured premises after cutting a hole in the roof and stole computers/laptops
- Earlier in the month, on 5 February, cutting another hole in a roof enabled offenders to steal **€11,633** of golf equipment from a truck parked at a Services 3rd Party Facility in Great Hallingbury, Essex, UK
- Several cargo thefts or attempted thefts were reported in February at Cherwell Valley MSA on the M4 motorway in the UK
- Police made five arrests after finding a gang of 15-20 men trying to steal food and drink from a truck in Cape Town, South Africa
- Three men posing as law enforcement officers were among those arrested for the theft of energy saving lightbulbs from an Authorised 3rd Party Facility in Nairobi, Kenya, on 24 February. They were stopped by an undercover police team waiting nearby
- UK police chased a stolen lorry carrying a cargo of toys and games for 40 miles across three counties before it was brought to a halt. The offender ran away from the scene but was later arrested. The incident started when the vehicle was en route in Leicestershire on 6 February
- A truck driver who sold his cargo of cosmetics for cash while en route in Namibia on 7 February subsequently staged a traffic accident to cover the crime
- In Nairobi, thieves stormed a factory and held staff hostage while they tried to steal gas cylinders. When police arrived at the

scene they found the offenders had left behind a toy gun, crowbars, an axe and a machete

- On 6 February in Port Elizabeth, South Africa, two traffic officers signalled to a truck to pull off the road before one pulled out a gun and forced the driver to continue to another location, where their unspecified cargo was stolen
- Also in South Africa, TAPA recorded two crimes involving thieves targeting trucks as they stopped at highway intersections in Malabar, Port Elizabeth, and Centurion in Gauteng province.

For the very latest crime data and intelligence, TAPA EMEA members should visit the Incident Information Service (IIS) database.

PRODUCT CATEGORY	No	%
Unspecified	113	39.7%
Tobacco	58	20.4%
Food & Drink	31	10.9%
Miscellaneous	14	4.9%
Clothing & Footwear	12	4.2%
No Load (Theft of truck and/or trailer)	11	3.9%
Furniture / Household Appliances	10	3.5%
Tyres	7	2.4%
Cosmetics & Hygiene	7	2.4%
Metal	4	1.4%
Car Parts	3	1.0%
Pharmaceuticals	3	1.0%
Tools / Building Materials	3	1.0%
Toys / Games	2	0.7%
Computers / Laptops	2	0.7%
Agricultural Materials	2	0.7%
Cash	1	0.4%
Bicycles	1	0.4%
Sports Equipment	1	0.4%

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	Aramex LTD	SA	Riyadh	A
FSR	DHL Aviation	DK	Copenhagen	A
FSR	DHL Aviation Nigeria Limited	NG	Lagos	A
FSR	DHL Express (Finland Oy)	FI	Vantaa	A
FSR	DHL Express Germany GmbH	DE	Klipphausen	A
FSR	DHL Express Iceland	IS	Keflavik	C
FSR	DHL Express Nigeria Limited	NG	Lagos	A
FSR	DHL International Romania SRL	RO	Timisoara	A
FSR	DHL International Romania SRL	RO	Cluj-Napoca	A
FSR	DHL International Romania SRL	RO	Otopeni	A
FSR	Flextronics International Kft.	HU	Gyál	A
FSR	Geodis CL Germany GmbH	DE	Nieder-Olm	A
FSR	Geodis Wilson Spain S.L.U.	ES	Madrid	A
FSR	Schenker d.o.o	HR	Rugvica	C
FSR	Schenker Deutschland AG	DE	Schwieberdingen	A
FSR	Schenker France SAS	FR	Paris	A
FSR	Schenker Nemzetközi Szállítmányozási és Logisztikai Kft	HU	Székesfehérvár	C



ASIA PACIFIC REGION

FSR	Company Name	Country	City	Class
FSR	DHL Express (India) Pvt Ltd	India	Hyderabad	A
FSR	Instakart Services Pvt Ltd	India	Delhi	A
FSR	ATTA-TRANS Limited	Hong Kong	Hong Kong	A
FSR	Stat ChipPac Pte Ltd	Singapore	Singapore	A
FSR	Instakart Services Pvt Ltd	India	Hyderabad	A
FSR	EuroAsia Total Logistics (China) Co.,Ltd.	China	ChangSha	A
FSR	Sea-Air Logistics (H.K) Ltd	Hong Kong	Hong Kong	C
FSR	Bollere Logistics Singapore Pte Ltd	Singapore	Singapore	C
FSR	JWS Logistics - Bicutan	Philippines	Paranaque	C
FSR	Sea-Air Logistics (Hong Kong) Limited	Hong Kong	Hong Kong	C
FSR	High Speed Logistics (Hong Kong) Company Limited	Hong Kong	Hong Kong	C
FSR	DHL Supply Chain Singapore Pte Ltd	Singapore	Singapore	C
FSR	Bollere Logistics (Thailand) Co.,Ltd	Thailand	Samutprakan	C



STANDARDS FAQs #19



A monthly update by Mark Gruentjes, TAPA EMEA Standards Lead

After receiving a steady stream of questions about TAPA's Security Standards from Audit Bodies and our members, we feel it will be beneficial to share some of the questions received and the responses given by the TAPA EMEA Standards Team. We aim to cover 3-5 questions in *Vigilant* each month.

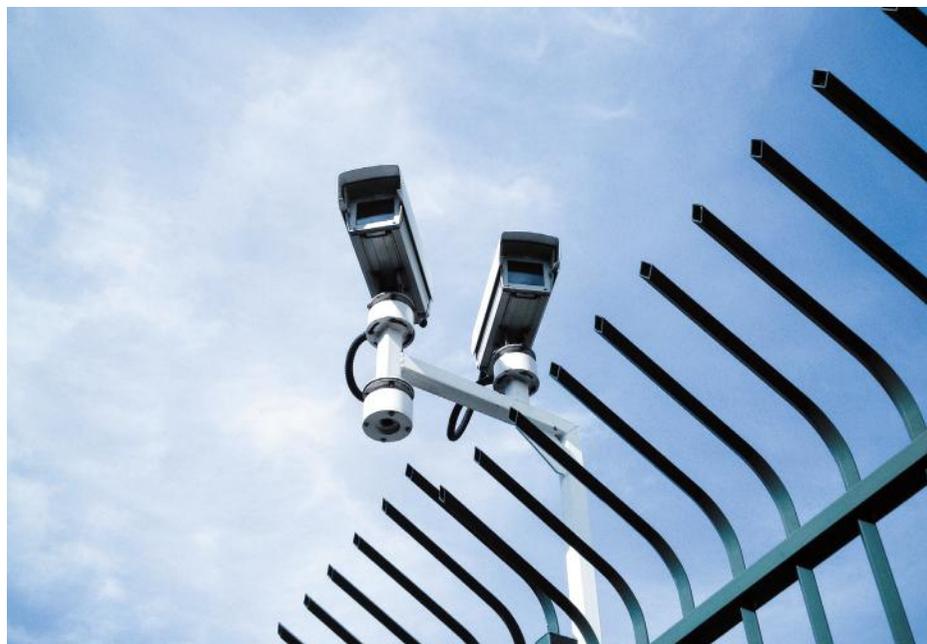
TAPA-CERTIFIED SUPPLY CHAINS HELP TO SHIFT CRIMINALS' ATTENTION TO SOFTER NON-COMPLIANT TARGETS

It is important to understand that TAPA Security Standards provide credible, scalable theft deterrents and theft detection methods. Simply put, we believe the more the industry uses TAPA Standards, the better protected we are. Using a TAPA-certified supply chain is not a guarantee against losses but it does reduce suppliers' and shippers' exposure, making it more difficult for criminals to find unprotected cargo and, often, encouraging them to seek softer targets where security measures may not be so robust.

Did you know that nearly all the incidents of cargo crimes you see reported in TAPA's Incident Information Service (IIS) come from non-TAPA certified operations and operators?

In this month's FAQs, we are going back to basics with some explanations of how we review and agree some of the measures that are included within the Association's Facility Security Requirements (FSR) Standard.

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.

For FSR Level A, I see a fence is required or there is an option for no fence? Surely a fence is required for the highest security level. Can you explain the reasons?

Answer: TAPA FSR provides an option to certify a facility at Level A with a physical barrier in place (a fence or wall) or you can still obtain an 'A' certificate without a physical barrier in place. TAPA's preference is for an external barrier to be in place. The reasons behind this optional requirement are due to the fact that many facilities are unable to construct an external barrier due to restrictions that prevent them from doing so. The most common example of this is seen at FSR Level A facilities located at airports. Sometimes, the airport authority has a common controlled perimeter for warehouse/handling operations, or it is the

case that the facility cannot be protected by a fence/barrier because it is not permitted to construct one as there is no space.

At an airport, it is nearly always the case that facilities are leased from a property management company and external constructions are just not possible. Therefore, the demand for FSR Level A, and the lack of a solution to construct an external barrier, really dictates that a 'no barrier' option is needed. When the non-barrier option is selected, alternative security measures are needed to warn and prevent unknown persons entering a facility. This topic recently came up at a TAPA World Wide Change Control Board (WWCCB) meeting and TAPA has agreed to explore if more can be done to increase the external areas of a facility with no external barriers.

STANDARDS SUPPORT

Question 2.

CCTV Systems. FSR 5.4.2 states that a “Minimum 3 frames per second per camera” is required. Modern CCTV installations can achieve and do much better than this. Some studies suggest a minimum of 10 frames per second is needed to preserve evidential quality images. Why is the TAPA frame rate so low?

Answer: 3 frames per second (FPS) is deemed by TAPA to be the minimum acceptable rate for CCTV recording. In most cases this is an acceptable speed to see the actions of someone walking across the field of vision and be able to interpret their general actions. It may, however, not be sufficient if someone is moving quickly or does something to conceal small items on their person or in a general area.

The 3 FPS was set by TAPA over 10 years ago. The WWCCB has discussed this requirement and will likely propose the FPS is increased to 8 or more in the next FSR revision. The resistance to increase the FPS rate previously



has come directly from some members who are concerned about the additional costs of storage and/or data bandwidth problems on their networks. While this concern had merit some years ago, the cost, image storage options and other features of modern CCTV systems now demand a review of TAPA's minimum FPS rate

requirement. One idea being discussed is to set the new frame rate for only new installations so existing facilities and re-certifications will not be penalised. More to come on this topic, we will keep you posted. There is also a useful website from IPVM that explains the quality of different FPS speeds – click [here](#) to go to the IPVM site.

Question 3.

As a large multi-national truck operator, we often receive cargo from, and ship with, companies which only allow their drivers to use their company issued ID when entering our facility. When challenged, they stated this was adequate for identification purposes and was a policy to protect their drivers from identify theft as ID documents are often scanned or photocopied. TAPA requirements are quite clear: “3.3.1 All drivers identified using government-issued photo ID (e.g. driver’s licence; passport or national ID card, etc.) and a driver log maintained”. What should we do when situations like the above happen?

Answer: The TAPA requirement is a perfectly reasonable request as drivers in most countries are mandated to carry a driving licence and/or another form of official ID. We have never come across an LSP being accused of identity theft! In this example, the LSP certification holder should



challenge the policy of the truck company and seek their support. This could, however, result in a difficult decision for the LSP if the truck company refuses to comply.

Technically, the LSP has an FSR non-conformance issue even if it is a situation they have not caused. Refusing entry to the trucks could be considered but may not be a realistic option. The LSP's own business and customer relations could suffer if they refused deliveries/

pickups. TAPA has had a number of discussions on driver ID checks and the use of false identification is the bigger threat.

TAPA would completely sympathise with the LSP concerned in a situation like this, so contacting TAPA is a logical step. TAPA may be able to help the LSP and work with the truck company to reach a reasonable solution or even exempt the LSP from this requirement for this truck company.

New German language version of TAPA's PSR brochure

Members in Germany who want to promote TAPA's new Parking Security Requirements (PSR) to their Parking Place Operator contacts across the country can now request a copy of our new German language PSR brochure, which explains the Association's latest Security Standard. Alternatively, send your parking place contact details to info@tapaemea.org and we'll make the introduction.



BREAKING

IN AN UNCERTAIN WORLD, MITIGATING RISK IS THE KEY TO RESILIENT SUPPLY CHAINS

We live and work in uncertain, volatile and dynamic times where global events can change the business world in an instant. For those who are ill-prepared, the consequences can be devastating but in the ever-growing risk reduction community, help is never far away

'On-shoring', localisation, Trump's tariffs, Brexit - pay attention to the media, and it's all too easy to imagine that global trade is contracting.

In fact, of course, it's doing anything but contracting, as World Trade Organisation statistics make clear. In 2019, for instance, global trade growth of 4% is expected, well above the 3% annual growth rate typical of the early years of the decade.

But if global trade remains in robust health, the same can't be said for global supply chains. Earthquakes, tsunamis, floods, volcanic eruptions, hurricanes - all repeatedly take their toll. Global warming or not, weather scientists say extreme weather events are becoming more common. Hurricane Harvey, for instance - the 2017 storm that devastated the Caribbean together with parts of the south-eastern United States - was followed just a year

later by 2018's Hurricane Florence, yet another so-called 'storm of a lifetime'.

Man-made supply chain risk is just as prevalent. Strikes, wars, port and road congestion, civil unrest, piracy: for importers and exporters alike, far-away events have an unhappy knack for leaving warehouse shelves unfilled, and production lines stopped. The result: disappointed customers, frustrated suppliers, and a hit to earnings.

What to do about these various risks? Once, the question didn't arise. Adverse events simply had to be coped with, generally through such means as holding extra inventory, or double-sourcing. Neither option is cost-free, of course.

'What to do about these various risks? Once, the question didn't arise. Adverse events simply had to be coped with, generally through such means as holding extra inventory, or double-sourcing. Neither option is cost-free.'

G NEWS

LIVE

'Most of the world's importers and exporters are much smaller and would struggle to fund initiatives of this nature. Are they to be disenfranchised, when it comes to risk reduction?'

So too with 'near-shoring' and localisation, both of them conscious trade-offs between shorter (and therefore less risky) supply chains, and the foregone economies of scale and access to low-cost labour markets.

Businesses today, though, have other options. Some of the world's very largest companies have invested in dedicated supply chain risk 'control towers', providing them with end-to-end visibility of goods in transit. Car maker BMW, to choose another example, goes further, and harnesses real-time data from a variety of publicly-available sources, superimposing it on a global map of suppliers' factories, ports, and other supply chain-related infrastructure. Like a number of other manufacturers, it acknowledges that the 2011 Japanese earthquake and tsunami served as a wake-up call, highlighting a lack of visibility into its supply chains.

What of other businesses, though? Undeniably, most of the world's importers and exporters

are much smaller and would struggle to fund initiatives of this nature. Are they to be disenfranchised, when it comes to risk reduction?

The good news: no - at least not for those businesses prepared to invest in buying-in supply chain risk reduction as a service, from one of a number of emerging specialist supply chain risk intelligence providers. Leveraging a variety of proprietary and publicly-available data sources and intelligence feeds, they provide unprecedented real-time visibility into businesses' supply chains, and the real-time risks that they face. Increasingly, too, such providers are adding AI and machine learning to their armouries, providing clients with forward-looking predictive abilities, as well.

The bottom line: global supply chains aren't without risk—but the correct response is to take steps to mitigate that risk, rather than stepping back from global trade.

ABOUT THE AUTHOR:

Omera Khan is a Professor of Supply Chain Management at Royal Holloway University of London (UK) and Executive Strategy Advisor for Risk Intelligence, one of the leading risk assessment and planning companies. She is a sought-after speaker and has had articles published widely on supply chain risk management and resilience.



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