

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR TAPA'S GLOBAL FAMILY

REPORTS ROCKET

Q1 2019 cargo crime intelligence in EMEA soars to a new level as law enforcement partners get more engaged with TAPA

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TRANSPORTED ASSET PROTECTION ASSOCIATION

welcome

LEVERAGING TAPA'S BRAND AS THE LEADING SUPPLY CHAIN RISK MANAGEMENT AND RESILIENCE ASSOCIATION

All over the world, TAPA is building its reputation as the world's leading Security Expert Network for everyone in the supply chain.

This is not only true at an industry level but also in our relationships with government ministries, bodies such as the European Commission, Interpol, Europol, NATO and national law enforcement agency representatives. Building this recognition and trust takes time but we see constant reminders that the efforts of TAPA representatives globally are paying off and opening doors to new opportunities which benefit our growing international membership.

The latest TAPA IIS intelligence report for Q1 2019 in the EMEA region bears testimony to the partnerships we are building with law enforcement agencies. In the first 90 days of 2019, our IIS team received 2,702 cargo crime reports in 28 countries and information on losses valued at more than **€34.2 million**. This increase in incident reports of over 335% compared to the first three months of 2018 is largely due to the volume of intelligence now being shared with TAPA by our growing community of police contacts.

This is because they recognise the vital role TAPA plays in helping Manufacturers and Logistics Service Providers to manage risks and prevent crimes from happening, and ultimately in cutting the requirement for police responses and investigations into cargo crimes. They also understand that for TAPA and our

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members to do more of this, we need to know as much as possible about these risks and where they are most prominent.

As members of our Association, you have access to a growing portfolio of solutions to improve the resilience of your support chains:

- Facility Security Requirements to protect high value, theft targeted goods in your warehouses and distribution centres
- Trucking Security Requirements to increase the security of your goods, vehicles and drivers when they are on the road
- Parking Security Requirements to identify a growing network of secure parking places
- A route planning tool that enables you to see the latest and historic incidents along your intended routings as well as secure parking places for when drivers need to take rest breaks
- A constantly growing intelligence database to understand when and where cargo criminals are active, the types of goods they are targeting and the modus operandi they are using
- Training to help you adopt and use the TAPA Security Standards to make your supply chains more resilient

- Networking events where you can learn about new crime trends, hear case studies and connect with other Security Experts

To anyone looking in at TAPA to see what we do – and to understand if we back our words with actions – we offer a compelling proposition. Today, more people are looking at TAPA than ever before and these are Subject Matter Experts whose knowledge, experience and intelligence we want to leverage to enable us to achieve even more. We can be confident that they will always see a professional, driven and ambitious Association that is constantly looking to deliver more benefits for its members.

On a personal note, I am honoured that I will have the opportunity to make this my sole focus as the first full-time President & CEO of TAPA EMEA. Thank you for the many kind and generous messages I have received since this appointment was announced. I very much value your support and look forward to helping deliver our exciting TAPA 2020 vision for the benefit of all members. We have a great future ahead of us.



Thorsten Neumann
Chairman, TAPA EMEA

POLICE

POLICE



GROWTH ACCELERATOR

TAPA EMEA has appointed Thorsten Neumann as its first-ever full-time President & CEO with a remit to grow its reputation as the world's leading end-to-end supply chain resilience association and to deliver more risk management solutions for TAPA's rapidly growing membership of Manufacturers, Logistics Service Providers and other supply chain security stakeholders.

Thorsten has served in a voluntary capacity as Chairman of TAPA's Europe, Middle East & Africa (EMEA) Association since 2006, alongside his responsibilities as, most recently, Director APS Channel Security & Business Resilience at Microsoft Corporation. Over the last 13 years, he has been part of a TAPA EMEA leadership team which has delivered unprecedented growth and benefits for the Association's more than 410 member companies and partners in EMEA.

A Civil Expert in the NATO Transport Group, Thorsten began his global supply chain security career with Motorola Mobility in 1998, before joining Nokia in 2008 and ultimately holding the post of Director Devices & Retail Supply Chain Security/Business Resilience. In 2015, he joined Microsoft Corporation, holding senior Director posts in Europe and the United States.

The EMEA Board of Directors' decision to appoint a full-time President & CEO follows an 18-month consultative period during which the Association, with the help of independent advisors, considered the most effective steps to take TAPA EMEA to the next level.



Jason Breakwell, Vice Chair of TAPA EMEA, said:

"TAPA celebrated its 20th anniversary in 2017 and this milestone presented an opportunity to look at what we had achieved to support our members' supply chain

security and, more importantly, to think about the future. Every fast-growing industry association which relies heavily on the time and support of volunteers ultimately reaches a point where they must recognise that this alone is not sustainable.

"I am extremely proud and excited to be taking this role. TAPA EMEA is an outstanding industry association which delivers real value for its members. However, we all know that with extra time and focus, we can achieve even more. With Supply Chain Resilience and Security at the heart of our 2020 strategy, we will most certainly continue to leverage the great knowledge, expertise and support of our members but now I have been given the opportunity to work even more proactively on behalf of our Board and members to accelerate our transformation to become the leading end-to-end supply chain industry association. As TAPA EMEA grows its visibility and influence, it will give us a platform to provide even more membership solutions which prevent cargo crime and keep supply chains secure. With virtually every product moving in supply chains now at risk from crime, this is the right time for TAPA to show this ambition. Risks to supply chain security impact companies, consumers and national economies. We will continue to reduce these risks at an ever-faster rate."

Thorsten Neumann

Thorsten takes up his role of President & CEO of TAPA EMEA on 1 June 2019.

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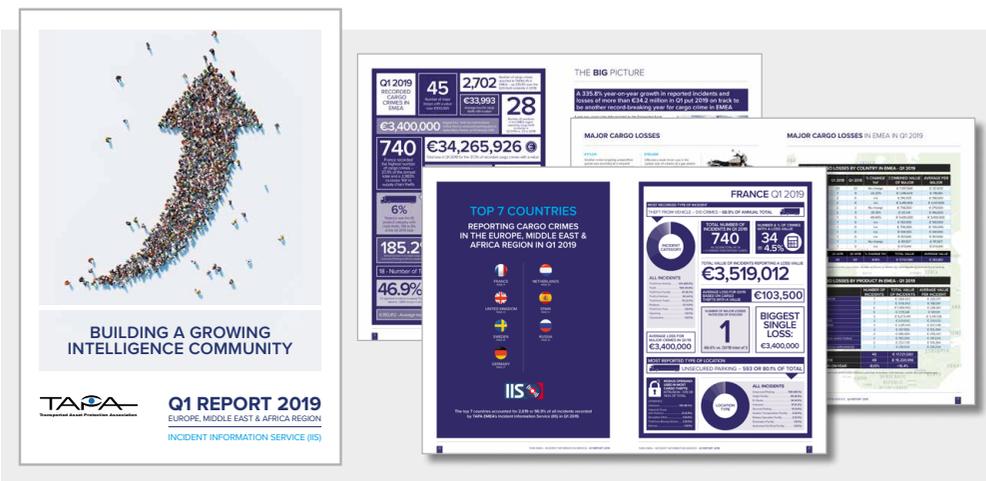
"Our members – and especially those on our Board of Directors and participating in our Working Groups – have enabled us to achieve record-breaking growth and to deliver a unique choice of industry standards, incident intelligence, training and networking solutions which are increasing the resilience of supply chains across the globe. We have great expertise in our membership ranks but this is not a limitless resource because our volunteers have very responsible and demanding day jobs. This is why the appointment of a President & CEO for TAPA EMEA is now so important because it gives us the consistency and stability of leadership we need. It heralds the next stage of our ambition to take supply chain resilience into the Boardrooms of even more industry leaders and for it to become embedded in their corporate strategies.



"Having decided to create this new post, Thorsten was always the clear choice to take the role. He has outstanding security expertise and is highly respected by our members, partners and within the Government departments and regulatory bodies we are increasingly working alongside. Above all, he has a passion and vision for TAPA that will build the profile and growth we need to future-proof our Association for our members. I am also delighted to announce that Marcel Saarloos, EMEA Supply Chain Security Manager of HP – a founder member company of TAPA – will now step up to become Chairman of TAPA EMEA."

In the EMEA region, TAPA's membership, industry standards certifications and incident intelligence are at their highest level in the Association's 22-year history as more Manufacturers and Logistics Service Providers increase their focus on supply chain resilience to avoid becoming victims of the annual multi-billion Euro threat to goods being stored and transported. Today, the Association's members include global brand names in industries including the technology, pharmaceutical, automotive, clothing and footwear, cosmetics and hygiene, food and drink, furniture and household appliances, and metal sectors as well as their logistics partners. TAPA is also actively engaged with law enforcement agencies across EMEA, Europol, INTERPOL, the European Commission and other regulatory bodies.

POLICE SUPPORT BOOSTS TAPA'S INTELLIGENCE DATABASE AS RECORDED CARGO CRIMES IN EMEA HIT A RECORD HIGH



Q1 2019 will go down as the highest three months for recorded cargo crimes in the history of TAPA in the Europe, Middle East & Africa (EMEA) region... but it's a level likely to be surpassed before too long for very positive reasons.

Any increase in crime is clearly no cause for celebration but in the case of losses from supply chains in Q1/19, any concerns linked to the significant rise in numbers need to be balanced with a true sense of realisation. Freight thefts in EMEA are far, far higher than the 2,702 reported to TAPA's Incident Information Service (IIS) in this latest reporting period. Business associations in Germany, alone, released data in 2018 which estimated that over 26,000 trucks are stolen annually.

So, the real value of this latest increase is the level of new intelligence it provides. Nine of the top 10 countries for cargo losses in EMEA reported substantial growth:

- France – 740 incidents in Q1/19 vs. 24 in Q1/18, up 2,983.3% year-on-year
- United Kingdom – 682 incidents vs. 382, up 78.5%
- Sweden – 553 incidents vs. 34, up 1,526.4%
- Germany – 379 incidents vs. 25, up 1,416%

- Netherlands – 146 incidents vs. 57, up 156.1%
- Spain – 64 incidents vs. 8, up 700%
- Russia – 55 incidents vs. 37, up 48.6%
- South Africa – 18 incidents vs. 13, up 38.4%
- Belgium – 16 incidents vs. 11, up 45.4%

Consequently, TAPA members doing business in the EMEA region now have a far greater pool of intelligence on which to base their risk management and supply chain resilience strategies. The Q1 data provides an unprecedented insight into the towns and cities where cargo thieves are active, the most prominent types of incidents and the M.O. being used to target facilities, trucks and, increasingly, Last Mile delivery vehicles.

Understanding and using this information is increasingly critical because whatever the true level of losses may be, no one doubts the threat is rising. The numbers associated with losses reported to TAPA's IIS speak for themselves:

- Recorded incidents up 335.8% year-on-year to 2,702 over a 90-day period
- Losses with a value up **€7.7m** or 29.2% to **€34,265,926**
- An average daily loss of **€380,732**
- The value of major cargo crimes up 16.4% to **€17,721,580**

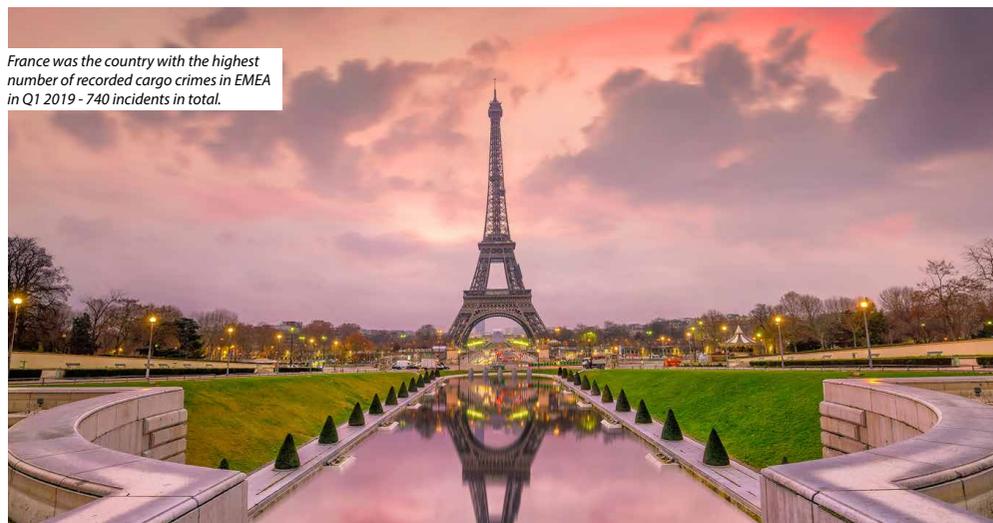
- The average loss for major incidents up 26.7% to **€393,812**
- The number of countries in EMEA with recorded incidents up five to 28
- Theft from Vehicle crimes up 190.1% to 1,268 or more than 14 per day
- Crimes when trucks stop in Unsecured Parking places up 185.2% to 1,241

This continues a trend which has been gathering pace in recent years.

Five years of growth

TAPA EMEA's IIS intelligence report for Q1 2019 compares its latest data with the opening three months of 2015 to highlight how cargo crime has escalated across the region over this period.

- Incidents reported to TAPA's Incident Information Service (IIS) up 1,211.6% to 2,702 versus 206 in Q1/15
- Value of crimes recording financial data up 158.5% to **€34,265,926** compared to **€13,253,035** five years ago
- Value of major losses up 7.1% to **€761,465**
- Daily losses for reported crimes up 158.5% to **€380,732**
- Most recorded type of incident (Theft from Vehicle) up 1,324.7% to 1,268 incidents
- Most reported type of location (Unsecured Parking) up 1,780.3% to 1,241
- Countries with cargo crimes up 100% from 14 to 28 in five years



As cargo crime rockets across EMEA, so too does the response of all supply chain security stakeholders to optimise the resilience of their supply chains.

Marcel Saarloos, TAPA EMEA's IIS Lead, said: "One of the most important things we do as an Association is to gather and share intelligence on cargo crime. When our members combine this greater understanding of risk with the adoption of our Security Standards and TAPA training, they make their supply chains more

resilient and are far less likely to produce another crime statistic. Our intelligence community is growing to support this and I especially want to acknowledge the contribution of our law enforcement agency partners in EMEA, who provided us with a record level of incident reports in the first three months of 2019. There is no doubt in my mind that our growing partnerships with police forces across the region will enable our members to prevent more crimes from occurring."

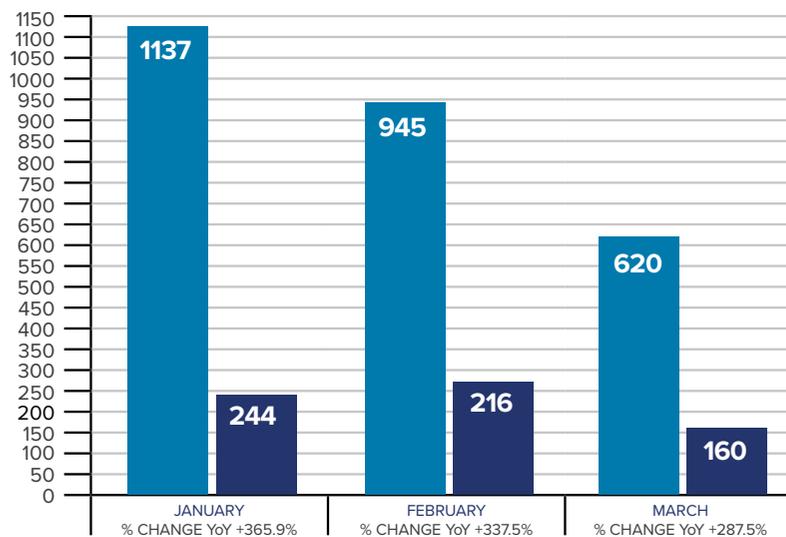
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THEFT BY PRODUCT - Q1 2019



CARGO CRIME Q1/19 VS. Q1/18 - MONTH-BY-MONTH ANALYSIS

Based on loss data reported to TAPA's Incident Information Service (IIS) in the EMEA region for Q1 2019 vs. Q1 2018



HOW TO AVOID BECOMING A VICTIM OF A FRAUDULENT PICK-UP IN RUSSIA



In Russia nowadays, cargo theft is a multi-million-dollar problem that plagues supply chains and disrupts local and international businesses.

Incidents range from small scale pilferage and curtain slashing at numerous unsecured parking areas across the country to full-truckload theft and warehouse burglaries. Organised crime networks are continuously seeking ways to bypass security controls to steal, transport, and profit from the sale of legitimate goods on the grey market. There is practically no category of goods left in Russia that is not at risk of being stolen in whole or in part during road haulage.

The modus operandi organised crime groups utilise are striking in their diversity, but most risks are posed by complicated multi-stage fraud schemes involving fake carriers, smart front drivers, forged registrations of vehicles, and "involved" logistics managers in specially-created accounts of shipping companies on web-based freight exchanges.

Given the lack of basic risk awareness and efficient preventive security tools, protocols,

absence of meaningful cargo crime data and its analysis, the logistics and manufacturing industries operating in Russia are now two steps behind the sophisticated fraudsters. Recent examples of identified thefts prove that fraudulent pick-ups allowed offenders to make a profit equal to USD 1 million in just a week.

Statistics

Historically, cargo theft in Russia has been a heavily under-reported type of crime dominated by Fraud. The official cargo crime statistics in Russia are collected and reported monthly by the Ministry of Interior. 5-year analysis indicates a very important trend (as shown in the diagram on page 7) – a steady decrease in the total number of thefts reported and a constant share of fraud cases which highlight the dominance of fraud in the domestic cargo crime trends in Russia. However, the publicly available official statistics do not differentiate incidents by dates, locations, modus operandi, value and types of goods being stolen. Neither do they reveal the regions with the lowest and highest numbers of incidents or crime hotspots. So, this type of data provides very little value to business security and risk management functions or to state authorities to enable meaningful risk

assessments or the development of efficient security countermeasure strategies.

According to unofficial statistics collected through Russian arbitrary court proceedings related to cargo losses and reports in various media outlets, the financial cost of fraudulent pick-ups reaches **€20 million** for the 700-800 such cases collected annually. But this constitutes only 15-20% of all cargo thefts in Russia. The average loss of a fraudulently stolen truck is **€40,000**. On a more positive note, it is also important to say that the level of crimes involving violence against drivers in Russia is decreasing year-to-year.

Fraud prevalence

Possibly the most frustrating way for any manufacturer or importer to lose a load is through a fictitious pick-up: when the shipper responsible for the care of the product willingly - but, unknowingly - hands over the cargo to criminals, even loading the trailer for them, and watches the truck leave the premises - only to find out hours or days later that the goods never reached their intended destination. Whether referred to as a deceptive pick-up, a fictitious pick-up, the use of fraudulent documentation or other various names, the general concept

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of this M.O. is the same. In Russia, this modus operandi has become the major way to steal any type of cargo, not just because of a lack of security awareness. This is possibly due to widespread multiple subcontracting and a very controversial process of shared responsibilities for cargo in transit in the multiple layers of logistics. In many cases, companies' security staff do their job properly, but complexities of

the industry and the sophistication of fraudsters can by far outperform the competencies of most security managers and supervisors. To hide their true malicious intentions, criminals act in a way so that even the drivers they use to carry out the crimes do not know that they are being employed in a fraudulent mechanism and are likely to become victims as a result of the subsequent police investigation.



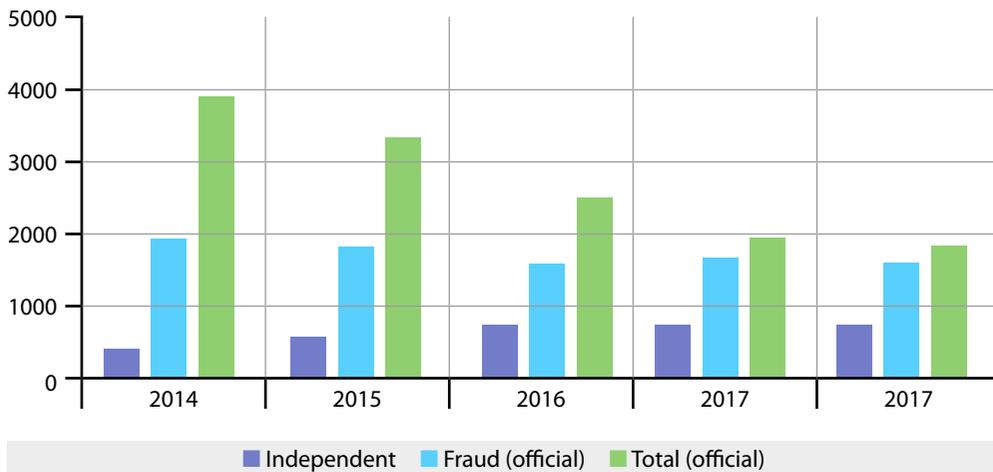
THE DISAPPEARING LOAD

The M.O. frequently seen in fraud cases

A typical fraud scheme that is seen in Russia involves the following major steps:

1. Criminals rent a cargo vehicle with or without a driver. Sometimes, gangs buy trucks and hire the drivers to operate them. In most of the cases drivers are manipulated blindly and do not know they are part of a criminal plot;
2. Criminals create or buy an active account on one of the freight auction portals and place available transports for different routes and commodities. Further on, they wait for cargo orders placed by goods owners or their forwarders. Usually criminals offer a lower price service to get the order, which attracts logistics managers concerned with lowering their budgets. When they have enough quotes, criminals select those that require a long-haul delivery with a transit time of at least two days or longer;

CARGO THEFT STATISTICS, RUSSIA





3. After an order is confirmed, the next step is to receive the authorisation for the driver from the forwarder that enables him to collect a load at the shipper site. At this stage criminals receive the shipment paperwork with all necessary details and information;
4. Next, the criminals position the truck at the loading site to pick-up the goods. The driver collects the load and gets the paperwork that indicates the destination. However, after a short while, he receives a phone call from a person who pretends to be the owner of the goods, asking him to deliver the load to a new location, normally not far from the place the cargo originated from;
5. At the same time, the criminals inform the forwarder of a minor delay in delivery due to the truck breaking down or because the driver has become ill. In this subsequent period of time, the goods are diverted to a planned third-party location or reloaded en route to another vehicle(s) and further split to smaller consignments;
6. After the theft is 'successfully' completed, the driver and carrier's phones usually stop answering. The forwarder eventually becomes suspicious that something has gone wrong, and, hence, starts enquiries about the cargo and turns to the police for investigation;
7. Clearly, in such circumstances, there is very little chance of the goods being recovered or finding the criminals.

According to information obtained from court decisions, it is obvious that such cases occur with a certain regularity, for example:

from court decision: A40-23265/2015

"The driver, following directions of unknown persons who are not listed in any of the transport documents, proceeded to a third-party location

(not indicated in the shipment paperwork) instructed by these individuals and transferred the cargo to unauthorised persons."

from court decision: A83-3319/2016

"The cargo indicated above was unloaded by the drivers of these vehicles at location that does not coincide with the addresses indicated in the paperwork agreed by the parties, and then stolen by unidentified persons."

Drivers voluntarily diverting cargo on the instructions of unknown persons - instead of complying with the transport orders and forwarding and transport industry regulation - has now become a threatening trend in Russia. It is the carriers' failure to comply with the requirements of special legal norms that naturally cause losses to manufacturing, retail, insurance and freight forwarding companies.

An useful source of intelligence

On average, more than 400 court decisions involving the theft of cargo through fraudulent pick-ups and falsified ID and paperwork appear on the website of the Arbitration Court of the Russian Federation annually. As experts specialising in supply chain security risks in Russia and the CIS, our assessment is that this figure represents only the tip of the iceberg. Ministry of Internal Affairs' data shows more than 1,700 similar episodes per year.

Unfortunately, industry is not consolidated in Russia to be able to fight back against this alarming trend. Instead of combining information on the same site for similar episodes, as is customary in Europe, notably through TAPA's Incident Information Service (IIS) resources, Russian businesses stand alone and each continues to reinvent the wheel which, due to the diverse and uncoordinated nature of their efforts, will never produce a proper positive effect to counter cargo fraud.

Fortunately, three years ago, for the first time in the Russian Federation, specialists from St. Petersburg started a project www.controlrisk.su that carries out complex analysis to combine information taken from court decisions and information published on various Internet sources into a single information system.

The data contains the truck license plates, VIN numbers, ID details (forged in many cases) and pictures of individuals involved in fraudulent

pick-ups. This information is collected and stored in accordance with the local personal data protection laws, which are quite strict in Russia. This information is collated in a form of a database that provides users with searching functionality on various criteria.

The service is carried out jointly with partners in Moscow by IDX company, which is engaged in remote digital identification and online verification of documents. With the help of a joint solution, you can not only get acquainted with the information about carriers regarding their compliance with special legal provisions, but also verify the documents of the driver, vehicle, etc. There is no similar solution to this project so far in terms of transport logistics security, neither in Russia nor Europe.

Control Risk and its partners have created a tool that allows users to not only assess and take into account the regions presenting the highest risk but which also identifies types of stolen goods and locations of theft. It also enables them to get acquainted with information about a potential partner for the implementation of special legal norms. It is the cost of the cargo (and it can reach several tens of millions of rubles) that can determine the final financial result.

An English language version of the tool is currently being developed by Control Risk and its partner in Europe - RIFT Advisory International.

About the Author



Ilya Smolentsev is a security professional with more than 10 years' experience in supply chain, loss prevention and business resilience in a global high-value manufacturing company. In the era of fast technological advances, disruptive changes and growing cyber risks, the role of resilient, efficient and flexible supply chains become a true advantage for any business, be it a high-value product manufacturer, international bank or an IT company. In his recent position in Japan Tobacco International (JTI), Ilya held a senior security and risk management role to protect the company's global supply chain from any type of current and emerging security threats and disruptions. In his work Ilya has managed to establish innovative practices that enabled the company to deal with ever increasing threats and maintain a robust cost-efficient security program.

Currently, Ilya runs his own security consultancy business, RIFT Advisory International, focused on supply chain security, business resilience and anti-illicit trade in Russia and the greater CIS region. He is permanently based in Germany.

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EYE-ON-TECH



Panasonic i-Pro EXTREME H.265 Multi-Sensor Camera

The new i-Pro EXTREME Multi-Sensor cameras deliver extreme image quality - 4x4K (33 MP), 3840x2160, 15 FPS - for evidence capturing under the most challenging of conditions. According to Panasonic, the cameras have four repositionable lenses, 4K image sensors, offer sharp and clear images of fast-moving vehicles with iA (intelligent Auto) and ClearSight Coating. Durable, with outstanding low light performance, the i-Pro EXTREME Multi-Sensor is an excellent choice for night-time applications, the company says. H.265 compression with new smart coding, self-learning ROI (Region of Interest), and the highest in data security make the i-Pro EXTREME Multi-Sensor a technologically superior line of video surveillance cameras, Panasonic claims.

[To find out more click here](#)

Milestone Systems introduces Milestone Marketplace

A digital platform for the video technology industry that connects buyers and sellers to co-create innovative solutions. The global video management industry is seeing innovation like never before, creating new opportunities that transform the way video management technology is used - not only to protect people and assets, but also to help optimize business and improve the way people live and work. Milestone Systems' open platform makes these innovations easily available to buyers - integrators, consultants and end-customers - enabling the industry to build intelligent solutions together and expand their reach. With Milestone Marketplace, they get global reach, are exposed to the existing base of

more than 150,000 customer installations and can easily connect with Milestone Systems' worldwide network of thousands of partners, the company states. Integration partners, consultants and end-customers get an overview of the vast number of applications, hardware and services verified to work with Milestone XProtect. Milestone Marketplace is a centralized knowledge hub for the industry, including installation guides, demos, and other relevant documentation that have never before been available to the industry in one place.

[Learn more here](#)

Primion Access Control

The new ADT 1100 time recording terminal with master reader function and ability to communicate with SAP. The latest flagship in Primion's product portfolio is the Advanced Data Terminal 1100 (ADT 1100). The modern time recording terminal impresses with its elegant and simple design with a high-quality aluminium frame and has been optically integrated into the current Primion design line. The ADT series also includes the ADT 1200 time recording terminal. The highlight is the large 7-inch display. With its capacitive touch surface, the ADT 1100 is predestined for simple and intuitive operation. The easy-to-clean real glass front is enclosed in the compact design. A high-quality aluminium frame limits and protects the time recording terminal. The glass front can be swivelled and adjusted individually. This avoids reflections caused by unfavourable light irradiation and increases operator ergonomics. The modular concept of the ADT terminals enables rapid service and maintenance with little effort. In the field of reading technology, the latest RFID technologies such as LEGIC advant® and MIFARE® DESFire® EV1 are supported. [Find out more here](#)

HID Global

IdenTrust, (part of HID Global®), a provider of digital certificates, and Device Authority, a leader in Identity and Access Management (IAM) for the Internet of Things (IoT), have announced a strategic alliance with a vision to provide trusted identity lifecycle management for enterprises on their digital transformation journey. Device certificates have traditionally been used to secure routers, firewalls, servers, and other devices capable of securely handling private keys and implementing PKI technologies. However, in the new IoT world, device certificates can be used to secure a wide range of networked assets, such as ATM machines, medical devices, surveillance cameras, industrial machines, refrigerators, vehicles and much more.

[Read the press release on their collaboration here](#)

AXIS

Axis has announced the 7th generation of its own ARTPEC chip, optimized for network video. The new chip will power an array of new capabilities and features coming to Axis network cameras. These features include even better imaging, enhanced security features, powerful compression and a possibility to run impressive analytics on the edge. Moreover, since the chip is fully developed by Axis, it provides a layer of control that is crucial for effective cybersecurity. Going forward, the new chip will be the basis for the vast majority of Axis network video products. One of the first cameras to include this chip is the AXIS P1375.

[More information is available here](#)

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

SANKYU SINGAPORE BECOMES THE FIRST ORGANISATION TO ADOPT TAPA'S GUARDING SECURITY REQUIREMENTS (GSR)



Sankyu (Singapore), the Japanese multi-national logistics company, is the first organisation globally to adopt the Transported Asset Protection Association's (TAPA) Guarding Security Requirements (GSR).

This accreditation, awarded as Sankyu celebrates its 100th anniversary, complements its existing TAPA Facility Security Requirements (FSR) certification and equips Sankyu with a best-in-class industry standard which reflects its commitment to robust supply chain management.

Singapore is one of the leading innovation and logistics hubs in Asia. Offering the most extensive network of Free Trade Areas (FTA) in the region, it handles 60% of the world's GDP. As the busiest trans-shipment seaport, with its capacity to process over 2,000 containers per vessel within a turnaround time of less than 12 hours, Singapore is a strategic trade centre set for continued growth.

The GSR was developed to complement TAPA's Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) and the Security Service Provider (SSP).

The evolution of this standard was driven by the Association's buyer members.

Research has shown that guarding companies manning TAPA certified sites are often unaware of TAPA's requirements or have difficulty interpreting the Standards for their own responsibilities. This was especially a challenge where the SSP was responsible for meeting the requirements of TAPA for Access Control Management, Perimeter Security, Guard House Duties, CCTV and Alarm Monitoring. It was apparent that the TAPA Standards did not read across into Guarding SOP's and visa-versa.

The TAPA GSR was developed to bridge this gap and create alignment in the requirements, and to provide a benchmark for guarding services irrespective of the country or city the site was located in.

Recognising the continued growth and investment in Singapore, and strategically timed with opening of the PSA's new port development in Tuas, Sankyu adopted the GSR to strengthen its infrastructure.

Mr. Shimomura, Managing Director of Sankyu Singapore, expressed his delight at meeting the GSR requirements: "With Singapore being such a strategic and pivotal location for supply trade, Sankyu is honoured to be awarded the GSR certification.

"It means that Sankyu has placed great emphasis on supply chain security investment in order to protect our assets and operations. Our customers are impressed with our efforts in this area which provide integrity to our supply chains."



Tony Lugg, Chairman of TAPA APAC, added: "TAPA congratulates Sankyu Singapore on becoming the first logistics provider globally to be awarded GSR certification. At the same time, TAPA also acknowledges the role of its training partner SIMM for supporting the company and its security service providers."

Clarence Chua, Director, Singapore Economic Development Board (EDB), said:

"The EDB congratulates Sankyu Singapore on its latest milestone. Singapore and Sankyu have enjoyed a longstanding relationship since the company established its first overseas subsidiary in Singapore in 1971. We look forward to deepening our partnership with Sankyu as it continues to expand its capabilities in Singapore to better address the evolving supply chain needs in Asia and beyond."

Further details can be obtained on the GSR Standard by contacting TAPA APAC at info@tapa-apac.org



APAC NEWS

FSR TRAINING IN THE PHILIPPINES FOCUSES ON TAPA'S SELF-CERTIFICATION PROGRAMME AND GAP ANALYSIS INITIATIVE

TAPA FSR Level C self-certification was the focus of the TAPA FSR training course held on 11 & 12 April in Manila in the Philippines.

18 TAPA members from Cypress Manufacturing, Royale Cold Storage, Cargohaus, U-Freight Philippines, SC Johnson Asia Pacific, Agility Logistics, DHL Global Forwarding and Eglematrics Security successfully passed the TAPA FSR Auditor training course.

"This was the first time many of these members had attended a TAPA training course," said Nilo Pomaloy, TAPA Service Centre Lead in the Philippines. "We took a new approach to encourage all of the training delegates to return to their workplaces and complete an



FSR audit at their facilities and to create a gap analysis and action plan to achieve the TAPA FSR 'C' self-certification."

The TAPA self-certification programme was introduced in 2015 and has become a popular tool for members to benchmark their supply chain security.

Tony Lugg, Chairman of TAPA APAC, commented: "This is an excellent initiative by

the Philippine Service Centre to promote TAPA FSR 'C' as the baseline security standard for our members. Consequently, our Standards team expect to see an increase in the number of self-certifications in the Philippines over the coming months".

Members in APAC who want to learn more about the TAPA FSR self-certification process should **contact info@tapa-apac.org** for further information.



KERRY EAS LOGISTICS INTRODUCES TAPA TSR LEVEL 2 CERTIFICATION INTO ITS DOMESTIC ROAD OPERATION IN CHINA

Kerry EAS Logistics (KEAS) has achieved TAPA's Trucking Security Requirements (TSR) Level 2 certification for its road transportation operations in China.

With the aim to expand its network coverage and provide customized supply chain solutions across China, the adoption of TSR supports the company's drive towards zero risk for customers within its supply chain.

TSR will support KEAS' work to ensure its drivers and vehicles continually adhere to stringent health, safety, security, environmental and quality standards.

TSR is considered one of the most rigorous independent certifications in the industry and means KEAS now joins other TAPA members globally in adopting the Association's industry-leading security standards, which include real-time monitoring systems, advanced security hardware and strict security management processes.

Alan Cheung, Deputy Managing Director of Kerry EAS Logistics Ltd., said: "As a key link in supply chain management, being recognized by TAPA demonstrates our commitment to increasing and improving not only security, but also safety and quality, as well as meeting the requirements of our clients. In turn, as a reliable member of TAPA, KEAS would like to contribute to the system of transported asset protection."

EUROPE, MIDDLE EAST & AFRICA REGION

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY



April 2019

Albania	1 (0.4%)
Belgium	2 (0.9%)
Czech Republic	1 (0.4%)
France	81 (34.0%)
Germany	7 (2.9%)
Greece	1 (0.4%)
Kenya	3 (1.3%)
Luxembourg	1 (0.4%)
Netherlands	46 (19.3%)
Nigeria	2 (0.9%)
Romania	2 (0.9%)
Russia	15 (6.3%)
Slovakia	1 (0.4%)
South Africa	16 (6.7%)
Sweden	4 (1.7%)
Uganda	1 (0.4%)
UAE	1 (0.4%)
United Kingdom	53 (22.3%)

Number of incidents in month



€2,184,669

Average loss for the 5 major cargo crimes reported to TAPA's Incident Information Service (IIS) in April 2019



€11,432,557

Total loss for the 31 or 13% of crimes stating a value

+67.6%

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



238

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

€10,000,000

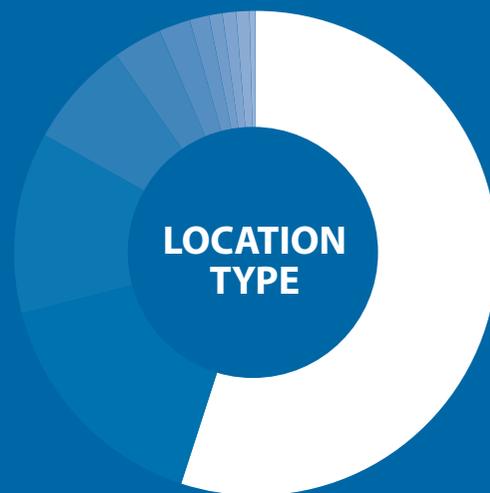
Biggest single loss - Theft of cash-in-transit from the cargo hold of an aircraft in Tirana, Albania, on 9 April.

Number of countries in EMEA reporting incidents

18



Theft from Vehicle.....	162 (68.2%)
Theft of Vehicle.....	16 (6.7%)
Theft.....	13 (5.4%)
Theft from Trailer.....	10 (4.2%)
Hijacking.....	8 (3.3%)
Theft of Trailer.....	7 (2.9%)
Theft from Facility.....	5 (2.1%)
Fraud.....	5 (2.1%)
Truck Theft.....	4 (1.7%)
Theft from Container.....	4 (1.7%)
Clandestine.....	2 (0.9%)
Robbery.....	1 (0.4%)
Theft from Train.....	1 (0.4%)



Unsecured Parking.....	131 (55.0%)
En Route.....	38 (16.0%)
Destination Facility.....	29 (12.1%)
Unknown.....	17 (7.1%)
Origin Facility.....	8 (3.3%)
Railway Operation Facility.....	5 (2.1%)
Road Transportation Facility.....	3 (1.3%)
Secured Parking.....	2 (0.9%)
Maritime Transportation Facility.....	2 (0.9%)
Authorised 3rd Party Facility.....	2 (0.9%)
Aviation Transportation Facility.....	1 (0.4%)

4 Crimes in EMEA recording a loss value of between €50,000 & €100,000 produced a combined loss total of €253,663

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

€368,792 **AVERAGE LOSS VALUE LAST MONTH**

MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	151 (63.4%)
Unknown	32 (13.5%)
Violent & Threat with Violence	22 (9.2%)
Theft from Moving Vehicle	10 (4.2%)
Deception Other	8 (3.3%)
Internal	7 (2.9%)
Deceptive Pick Up	4 (1.7%)
Deceptive Stop	2 (0.9%)
Forced Stop	2 (0.9%)

55%

Or 131 of the recorded incidents took place in Unsecured Parking locations



NOW YOU SEE ME, NOW YOU DON'T

As cargo thefts from supply chains in EMEA climb sharply again in April and losses with a value exceed €11.4 million, more shipments do a disappearing act in Russia ... and tobacco thieves are out in force in the United Kingdom

Cargo thefts were recorded by TAPA's Incident Information Service (IIS) across 18 countries in the EMEA region in April as the number of incidents jumped 67.6% year-on-year, continuing the steep rise in reported freight thefts since the start of the year, as highlighted in the latest Q1 2019 IIS Report.

This issue's focus on the rise in fraudulent pick-ups and deception in Russia is reinforced by a series of newly-recorded incidents in the last four weeks:

- A truck carrying **€301,000** of cigarettes was stolen on 19 April while en route between Nizhniy Novgorod and Vladimir, east of Moscow, after an unknown individual contacted the driver and instructed him to reload the cargo into another vehicle



- Forged driver and vehicle documentation enabled thieves to steal **€51,455** of car parts from an Origin Facility in Dzerzhinskiy in Moscow Oblast on 11 April



- On 9 April, another driver delivering furniture/household appliances in Zelenograd, Moscow, was instructed to take the cargo to an unauthorised location while en route



- The same M.O. was used in the theft of **€37,000** of kegs of beer in Omsk, southwestern Siberia, and another shipment of ceramic tiles in Moscow



- A company lost communication with a driver delivering a shipment of polyethylene film rolls in the Moscow region, later discovering he had used fake documentation to collect the load
- Another driver disappeared along with metal worth **€27,370** after collecting it from an Origin Facility in Zaraysk, Moscow



- The driver of a truck delivering a shipment of cheese reportedly diverted his vehicle to an unauthorised location in Rostov on Don in southern Russia and sold the cargo to unknown individuals



Russia featured in other high-profile incident reports last month. Multiple attacks on drivers and vehicles were recorded on the Vyshny Volochok area of the M10, with one intelligence report stating thieves used firearms to shoot the tyres on one truck. Further cargo crimes were recorded in laybys on the M11 motorway around Novgorod and Okulova.

Police also detained a group of suspects believed to have been involved in multiple thefts from railway containers at the Onokhoy railway station in East Siberia. Goods stolen are said to have included car parts, tools, paints and food products.

Overall, TAPA's IIS captured intelligence on 238 cargo thefts in April compared to 142 in the same month of 2018. The 31 or 13% of these crimes sharing financial data produced a total loss of **€11,432,557** – versus **€6,733,937** a year ago – or an average of **€368,792**.



The number of major thefts from supply chains in EMEA halved year-on-year to five but still resulted in a total loss of **€10,923,347** or an average of **€2,184,669**.

Nearly all of this figure, however, was attributed to one audacious theft in Tirana, Albania, on 9 April when a group of masked offenders held staff at an Aviation Transportation Facility at gunpoint while they offloaded a shipment of cash-in-transit from the cargo hold of an aircraft.

In addition to the aforementioned theft of cigarettes in Russia, the other major losses last month were:

€360,653

Fish accessories were stolen from a vehicle parked in an unsecured location in Botlek, Rotterdam, in the Netherlands on 10 April.



€161,694

Thieves tried to steal cables from a facility in Dubai after breaking into the warehouse by smashing open the padlock on the security gate on 7 April. A guard who was alerted to the incident managed to catch one of the offenders and call the police.



€100,000

A trailer loaded with chocolate was stolen from an unsecured parking location on an industrial estate in Teterow, Mecklenburg-Western Pomerania, Germany, on 6 April.

The offenders attached the trailer to their own tractor unit. Police alerted to the crime managed to track the vehicle to the Polish border before losing the GPS tracking signal.



Despite the big increase in incidents versus April 2018, there were only four other cargo crimes with a loss value of between €50,000 and €100,000, totalling €253,663 or an average of €63,415. These involved:

- **€71,208** of tailgate drives stolen from a trailer in an unsecured parking location while en route from a manufacturer in Romania, to a logistics centre in Slovakia on 1 April
- **€71,000** of food and drink products lost in a Theft of Vehicle incident in South Africa on 1 April. The truck was en route between Durban and Johannesburg, although the exact location of the crime is unknown. The empty vehicle was later found in Pietermaritzburg
- **€60,000** loss of rolls of aluminium in another Theft of Vehicle crime. This one, on 21 April, occurred in an unsecured parking place in Roermond in the Netherlands
- **€51,455** of car parts stolen on 11 April in Russia in the fraudulent pick-up highlighted earlier in this article



April also saw a total of 38 thefts of tobacco products, mostly in the UK and including a high number of incidents in the West Midlands and Yorkshire & The Humber. Several sightings of a white van were referenced in these crimes in the Midlands, notably the Birmingham area. In one case, a member of the public alerted a driver to suspects climbing down from the back of his trailer before making their escape. Tobacco delivery vehicles being targeted by two men wearing high visibility jackets also featured in IIS intelligence reports.



Nearly all April's total loss figure was attributed to one audacious theft in Tirana, Albania, on 9 April when a group of masked offenders held staff at an Aviation Transportation Facility at gunpoint while they offloaded a shipment of cash-in-transit from the cargo hold of an aircraft.

Other cargo crimes in April 2019 included:



- Three men wearing Metro and SAPS police uniforms in Marysville, Gauteng province, stopped a truck and asked the driver for his licence before forcing him out of his vehicle and into a car with four other people. His face was covered throughout the crime and he was later released in a secluded area near Pretoria, South Africa
- The 'blue light' M.O. was also used by thieves to steal 70 televisions while the cargo was en route in Kempton Park, South Africa. Legitimate police officers later found the stolen shipment
- Explosives were used to blow open a security truck carrying cash on the R510 highway in Rustenburg in South Africa's North West Province
- On the A43 in Lyon, France, fake police also stopped a truck carrying fashion clothing. Part of the load was later recovered
- 106 car wheels were stolen while in transit from a manufacturing plant in Lousado, Portugal, to a receiving depot in Germany. The offenders cut the tarpaulin side of the vehicle to steal the cargo, which recorded a value of **€27,731**
- Car parts were also stolen while en route in Romania and the Czech Republic as well as from a logistics facility in North Rhine-Westphalia in Germany
- Thieves pretending to be employed by a well-known UK company ordered goods via email from a supplier in China, which were shipped in eight containers to Mombasa, where they were cleared without payment being made to the suppliers. Police later recovered the stolen containers in Kampala
- 22 electric bicycles were stolen from a truck parked in an unsecured location in Weert, Netherlands
- An offender supposedly drugged a driver in order to steal a vehicle loaded with household goods in Kenya
- Consumer electronics were taken in a Theft from Moving Vehicle crime on 9 April as they were being transported between the Netherlands and Oberhausen, Germany



PRODUCT CATEGORY	No	%
Unspecified	107	44.9%
Tobacco	38	16.0%
Miscellaneous	19	7.9%
No Load (Theft of truck and/or trailer)	14	5.9%
Furniture/Household Appliances	13	5.4%
Food & Drink	12	5.0%
Car Parts	7	2.9%
Tools/Building Materials	5	2.1%
Metal	5	2.1%
Cash	4	1.7%
Clothing & Footwear	3	1.3%
Computers/Laptops	2	0.9%
Cosmetics & Hygiene	2	0.9%
Pharmaceuticals	2	0.9%
Toys/Games	2	0.9%
Tyres	1	0.4%
Phones	1	0.4%
Bicycles	1	0.4%

APAC records incidents in India, Australia and Indonesia

TAPA APAC recorded six cargo crimes in April, including two thefts of tobacco products from Authorised 3rd Party Facilities in Madhya Pradesh in India which produced a combined loss of €22,987. In both cases, the offenders broke door locks to enter the facilities.

A shipment of tea powder was also reported stolen in a Theft from Vehicle crime in Tamil Nadu, India.

TAPA's IIS also received reports of two cargo thefts in Australia; an attack on a Last Mile delivery vehicle in Nerang, Queensland, and a Theft of Vehicle incident in Victoria. No product information was provided. Unspecified goods were also stolen from a Maritime Transportation Facility in Jakarta, Indonesia.



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	CEVA Lojistik Ltd. Şti - Gebze5 Depo	TR	Gebze - Kocaeli	C
FSR	CEVA Lojistik Ltd. Şti - Gebze6	TR	Gebze - Kocaeli	C
FSR	CEVA Lojistik Ltd. Şti - Tuzla1 Depo	TR	Tuzla	C
FSR	DHL International UK Ltd	GB	Howden	A
FSR	DHL International UK Ltd - Vision Stanstead	GB	Great Hallingbury	A
FSR	DPDgroup UK Ltd	GB	St. Albans	C
FSR	Gebrüder Weiss GmbH	AT	Wels	C
FSR	Panalpina Magyarország Zrt.	HU	Vecsés	A
TSR	Company Name	Country	Category	
TSR	Geodis CL Germany GmbH	DE	Level 1, 2 & 3/Category Large	
TSR	LOG-IN In.Spedition GmbH	DE	Level 1/Category Small	



ASIA PACIFIC REGION

FSR	Company Name	Country	City	Class
FSR	Yusen Logistic (HK) Limited	Hong Kong	Hong Kong	A
FSR	Shanghai Shine-Link International Logistics	China	Shanghai	A
FSR	A&S (HK) Logistics Limited.	China	Hong Kong	A
FSR	DHL-Sinotrans International Air Courier Ltd. Guangdong Branch	China	Guangdong	A
FSR	NNR Global Logistics Shanghai Co., Ltd.	China	Shanghai	A
FSR	DHL-VNPT Express Ltd. Danang Service Center	Vietnam	Da Nang	A
FSR	LF Logistics (China) Co.,Ltd.	China	Shanghai	B
FSR	Schenker Malaysia Sdn Bhd	Malaysia	Kedah	C



WELCOME TO OUR NEW MEMBERS



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

Company	Country	Website
Farouk, Maamoun Tamer & Co	SA	www.tamergroup.com
Poste Italiane	IT	www.posteitaliane.it

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

Company	Country	Website
Juul Lab	USA	https://www.juul.com/
Luxottica	USA	http://www.luxottica.com/en

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

Company	Country	Website
Kingston Technology Far East Corp.	Taiwan	https://www.kingston.com/tw
Schenker Korea Ltd	Korea	https://www.dbschenker.com/kr-en
Sensor Security NSW Pty Ltd	Australia	N/A
TT Aviations Handling Services Private Limited	India	https://www.zaubacorp.com/company
Sompo Insurance China Co.,Ltd.	China	https://www.sompo-cn.com/cn/Index.aspx
Skyroad Logistics	Australia	https://www.skyroadlogistics.com/

STANDARDS FAQs #21



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.

As TAPA continues to invest time and resources into producing the 2020 revisions of its Security Standards, this month's article reflects on how TAPA members should continue to manage the existing 2017 versions and start thinking about planning for the transition to the next versions.

As mentioned in previous articles, the Facility Security Requirements (FSR) 2020 and Trucking Security Requirements (TSR) 2020 will be introduced on 1 July next year. The new FSR will be expanded to include a multi-site certification option and the TSR will be modified to include modular transport solutions and enhanced security options. The Parking Security Requirements (PSR) will continue to be developed so we can offer two compatible versions; one in alignment with the EU's Safe and Secure Parking Standards and also to meet TAPA's need to provide a global PSR option to our members.

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.

When I transition my existing FSR 2017 certified sites to FSR 2020, will there be additional cost investment needed to meet the new Standards?

Answer: When updating TAPA's Standards, we continue to address known and emerging threats but within the scope of our rule that, where possible, new requirements should be "effective, efficient and affordable". There is always a possibility that some costs may be incurred to meet new requirements.



Question 2.

We are an existing TSR Level 1 certified company with many trucks. My certificate is valid until May 2021. What should I do to prepare for the new TSR 2020?

Answer: If your existing certification does not expire for some time after the new version is released, then you should continue to operate and maintain the version you hold the certificate for. When your re-certification is required, some additional preparation may help you transition to the latest version.

This could include:

- Attending a TAPA training on the latest Trucking Security Requirements

- Performing a gap analysis on the old and new versions
- Contacting TAPA or your audit body for advice on any areas you are unsure about
- Contacting your customers and making them aware of any changes
- Ensuring you prepare and plan for the certification audit well in advance of the expiry date of your current TSR certificate.

STANDARDS SUPPORT



Question 3.

Why is TAPA promoting use of its own Parking Security Requirements (PSR) when the EU will introduce its own Parking Security standard? Surely one standard for the industry will make more sense?

Answer: TAPA agrees that one standard for the industry would make sense but we have to start from a low point to get there! Existing secure truck parking availability and standards are not adequate for today's demands or risks. TAPA has responded to its members' requests to get involved and help improve this situation. TAPA has introduced its own scalable PSR rating scheme which is supported by a TAPA certification system similar to our other Security Standards. The TAPA PSR certification system is available now and is aligned with TAPA's IIS incident information and mapping service.

The EU's Safe and Secure Parking program seeks to address similar concerns but the

roadmap for its formal introduction is still being considered and it may be some time before it is formally introduced. It will then take more time to see parking sites adopt the new system.

Our long-term goal is to work with the EU and to align both TAPA and the EU's parking initiatives. We believe by offering the TAPA PSR now, we can help capture many of the parking locations in a certification scheme. These sites will provide more parking options for users. The TAPA-registered sites will eventually provide an easy transition to meet the new EU and/or TAPA Standards when they are available. We will keep you posted on developments.

Question 4.

How will TAPA provide more information and support to existing TAPA Standards certificate holders to help them plan their transition to the new revision of the Standards?

Answer: The updated Standards will be released in January 2020, but they will not come into effect until 1 July 2020. Between these dates, TAPA will be communicating a lot of information on plans and training to help members' certification programmes. This will be shared via the TAPA website and various articles and bulletins. You can also contact TAPA directly or work with your existing Audit Body.



MAKE A DATE

DUBLIN 2019

TAPA EMEA CONFERENCE

23&24 OCTOBER

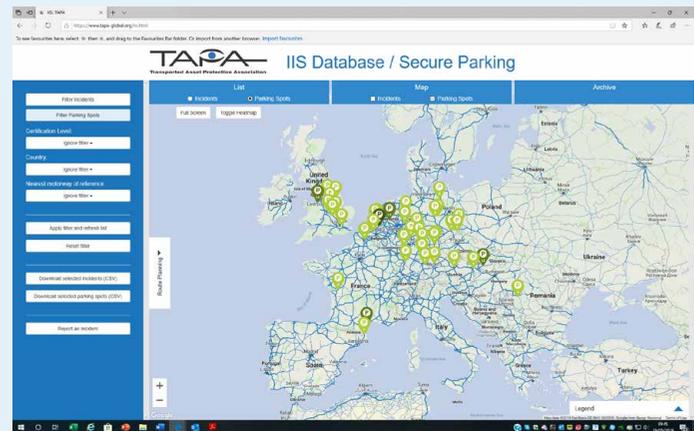
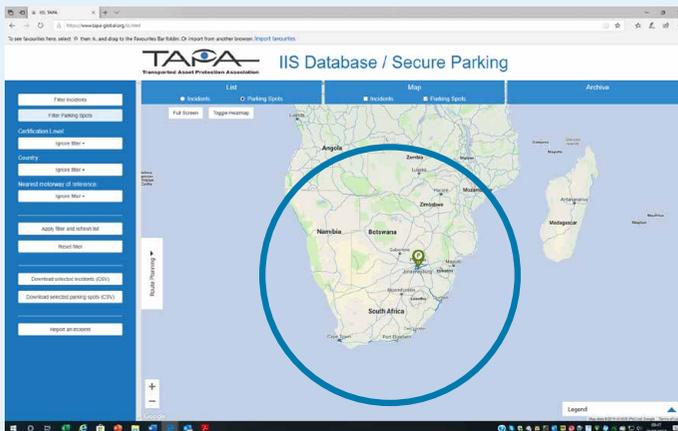
TAPA
Transported Asset Protection Association

WE'RE PUTTING SECURE PARKING ON THE MAP



TAPA's new Parking Security Requirements (PSR) and secure parking programme in EMEA is adding new Parking Place Operator sites every month.

You can now use our database to locate secure parking sites in Austria, Belgium, France, Germany, the Netherlands, Romania, Slovakia, South Africa, Spain and the United Kingdom ... and there's much more to come.



PSR PARKING PLACES



CURRENTLY ACTIVE:

44

IN PIPELINE:

55

NUMBER OF COUNTRIES:

10