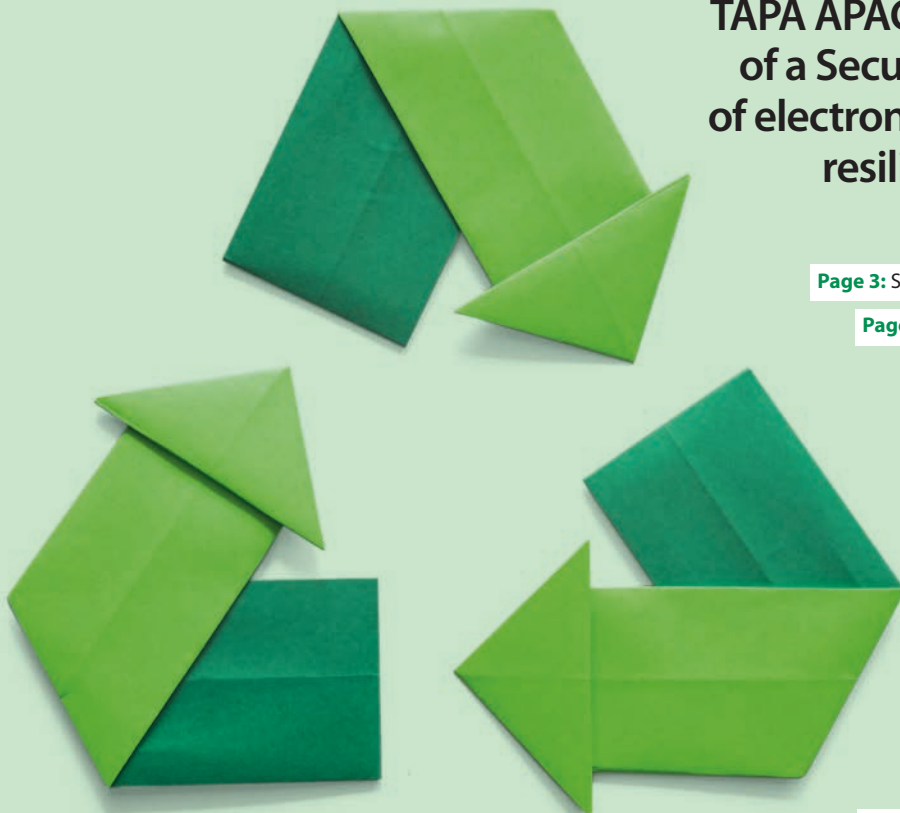


vigilant

THE MONTHLY CARGO CRIME UPDATE FOR TAPA'S GLOBAL FAMILY

GOING GREEN?

TAPA APAC explores the future potential of a Security Standard for the recycling of electronics for enhanced supply chain resilience in the technology sector



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welcome

STAY IN TOUCH WITH TAPA INTELLIGENCE



Every issue of our monthly e-magazine brings us news, intelligence updates and learning opportunities which remind us of the value of being part of the global TAPA Family.

It also helps to demonstrate the high level of activity being undertaken by our regional teams to deliver the best possible benefits to our members.

Following the recent TAPA EMEA regional conference in South Africa, we have received new data which helps to show the extent of cargo crime across the country and the high value of losses often involved in these incidents, which last month included the theft of more than **€17 million** of jewellery/precious

metals in a single attack on a luxury goods warehouse in Gauteng province. We also received a report of another driver being killed in one of the latest truck hijackings in South Africa and learned that businesses across the country now fall victim to an average of more than three truck hijackings per day.

In Russia, we have delivered our first local language training for TAPA's TSR Security Standard and will follow this in November with a similar course for FSR, while our latest Supply Chain Resilience Workshop in Asia Pacific looked at how we can avoid costly disruptions to operations and discussed the importance of taking a collaborative approach to understanding the shift of Supply Chain Security towards Supply Chain resilience.

Next month, there's more on offer.

In the Americas, TAPA is preparing to deliver the latest in its series of webinars, this time providing an overview of Blockchain, what it is, where it came from, the benefits it offers and how it applies to supply chain security operations.

And, in EMEA, delegates at our Dublin Conference will hear from Chief Security Officers and an impressive line-up of other senior business leaders as they discuss pharmaceutical supply chains and patient safety, the implications of Brexit, and how the evolving global political environment impacts supply chain security.

Alongside these great learning events, we are also continuing to take a longer-term view of the solutions TAPA may want to consider for the future. In this issue, you will read a business case for a future TAPA APAC Standard for the recycling of electronics in support of enhanced supply chain resilience in the technology sector.

We are extremely fortunate that we have so many specialists within TAPA, as well as partners of the Association, who are willing to share their expertise across all of these areas. This provides us all with valuable new insights into how we can increase the security and resilience of our supply chains.

As we head into the peak season for supply chains across the globe, we can realistically expect the level of criminal interest to rise also. That's why it's more important than ever to stay in touch with everything TAPA has to offer.

'We are extremely fortunate that we have so many specialists within TAPA, as well as partners of the Association, who are willing to share their expertise.'



Tony Lugg
Chair, TAPA APAC

TRUCK HIJACKINGS IN SOUTH AFRICA SHOW A MARGINAL FALL IN 2018/19 BUT STILL AVERAGE OVER THREE INCIDENTS A DAY, POLICE REPORT CONFIRMS

Businesses in South Africa endured an average of more than three truck hijackings a day in 2018/19, according to new crime data reported by the South African Police Service (SAPS), although the figure did fall 1.7% versus the previous 12 months.

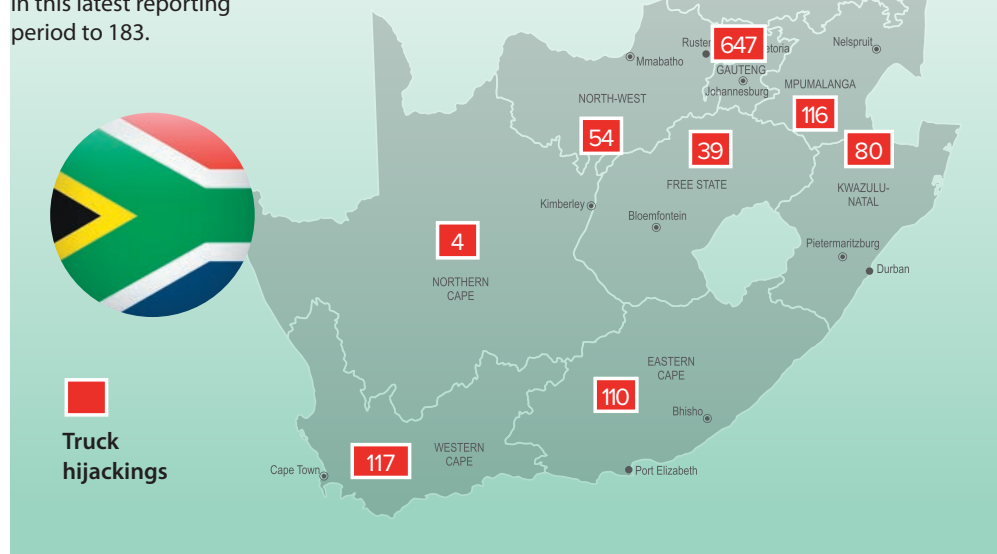
Intelligence issued this month for the year ending 31 March 2019 shows there has been little change in the number of attacks recorded in the last five SAPS annual reports:

- 2014/15 – 1,279 truck hijackings
- 2015/16 – 1,184
- 2016/17 – 1,183
- 2017/18 – 1,202
- 2018/19 – 1,182

These figures do not include criminal attacks on armoured cash-in-transit vehicles, which reduced by 55 or 23.1% in this latest reporting period to 183.

Truck hijackings in the three main hotspot provinces were all lower year-on-year. Gauteng province still dominated the annual statistics with a total of 647 hijackings over the course of 12 months, but this was 61 fewer reported crimes than for the year before, a fall of 8.6%. The other provinces' data showed:

- Western Cape – 117 truck hijackings, down 3.3% YoY
- Mpumalanga – 116, down 4.1%
- Eastern Cape – 110, up by 18 or 19.6%
- KwaZulu-Natal – 80 incidents, up by 28 or 53.8%
- North West – 54, a growth of 13 or 31.7%
- Free State – 39 attacks or 21.9% higher
- Limpopo – 15 hijackings, a drop of 17 or 53.1%
- Northern Cape – 4 incidents, a rise of 33.3%



The top five police stations involved in truck hijack investigations in 2018/19 were:

- Delmas in Mpumalanga – 33 or 43.5% higher YoY
- Heidelberg in Gauteng – 31 or -27.9%
- Bedfordview in Gauteng – 28 or +33.3%
- Alberton in Gauteng – 25 or -26.5% YoY
- Kempton Park in Gauteng – 23 or -36.1%

While attacks on cargo facilities are not specified in the SAPS data, the level of extreme violence seen in incidents classed as 'business robberies' is beyond any doubt, with 16,324 crimes reporting the use of firearms.



Thorsten Neumann, President & CEO of TAPA EMEA, who recently returned from the latest TAPA regional conference in South Africa, said:

"While the high level of truck hijackings will not come as any surprise to our members, this latest SAPS intelligence reinforces the need for more companies to adopt our Trucking Security Requirements (TSR) to help protect their drivers, vehicles and cargo loads. We know from elsewhere in EMEA that TSR certified supply chains are more resilient so we urge companies operating in South Africa to contact us to find out how TAPA can help them manage these risks. At the same time, we are also calling on businesses to share their incident data with TAPA's Incident Information Service (IIS) because we can then build on the current intelligence provided by law enforcement and use this knowledge to protect ourselves better against these types of violent attacks."

REPORT ALL CARGO CRIMES IN SOUTH AFRICA TO IIS@TAPAEMEA.ORG
... and help us to make your supply chains more resilient

TAPA
Transported Asset Protection Association



RUSSIA'S READY

The growth of cargo crime intelligence in Russia has been one of the most notable successes of TAPA's Incident Information Service over the last two years... and companies doing business across this vast country are increasingly demonstrating their readiness to embrace all the benefits TAPA EMEA has to offer...

As with the rest of EMEA, the overall number of losses recorded from supply chains across Russia is almost certainly only a relatively small percentage of the total crime rate but it has helped the Association's members to gain a much clearer understand of the risks they are facing and the tactics frequently used by criminals.

While the intelligence gathering initiative increases in momentum, TAPA EMEA's latest engagement with Manufacturers, Logistics Service Providers and Insurers in Russia was the recent Trucking Security Requirements (TSR) training in St. Petersburg, the first such event delivered in Russia, which attracted representatives of...

- Ahlers
- AIG
- AirBridgeCargo Airlines
- Asstra Forwarding
- British American Tobacco
- Dachser
- DHL
- MELES Insurance
- Merck-Sharp
- Ozon Holding
- Philip Morris
- Primway
- Samsung SDS

The training was delivered in Russian by Ilya Smolentsev and co-trainer Vladimir Matsal and Russian language versions of the TSR Standard and examination questions were also provided. Consequently, all of the course participants successfully passed the exam.

Alhers, which kindly hosted the training, also arranged for a truck to be positioned near the



venue to give delegates the chance to carry out a practical examination of the vehicle's security systems and to speak with the driver. The group was split into two, with each given the task to fill out an audit checklist, an extremely useful exercise designed to enhance the participants' understanding on the TSR requirements in the 'Practices' section.



Commenting on the training, Ilya Smolentsev said: "With interest in TAPA's programmes

and initiatives generally growing across the globe, Russia is not an exception. Industries are becoming more aware of the Security Standards and how they can minimise losses from supply chains and support more resilient and efficient operations.



"As more global manufacturers include TAPA Standards in their contractual requirements, more local operators and logistics service providers are becoming aware of the Standards and starting to consider implementing FSR and TSR in their business models. This could be the reason why TAPA's decision to launch its training programme in Russia received such a warm welcome. The audience was very well prepared in terms of having a good command of the TSR principles and requirements as well as the Association's values, mission and objectives, which enabled us to also focus on other TAPA activities such as the Parking Security Requirements (PSR), the IIS (Incident Information Service) route planning tool, and benchmarking TSR personnel vetting requirements versus local labour legislation."

Despite some significant deviations between local law and the TSR requirements, it was highlighted that TAPA does not allow anyone to adapt or modify its Standards. The participants were reminded that if a certain requirement cannot be fulfilled, a waiver process must be engaged to cover existing concerns of the LSP or Applicant.

Vladimir's vast practical experience and knowledge in local business practices and conditions, as well as the legal framework related to workforce integrity, also enabled a wider perspective. His experience in FSR implementation in Russia for DHL brought practical value for the audience, which was highly appreciated by all the participants.



Markus Prinz, TAPA EMEA's Training Lead, said the first event helped to demonstrate the need for TAPA to increase its presence in Russia. "We wish to thank all of the members who successfully completed the training and,

'With interest in TAPA's programmes and initiatives generally growing across the globe, Russia is not an exception. Industries are becoming more aware of the Security Standards and how they can minimise losses from supply chains and support more resilient and efficient operations.

As more global manufacturers include TAPA Standards in their contractual requirements, more local operators and logistics service providers are becoming aware of the Standards and starting to consider implementing FSR and TSR in their business models.'

of course, Ahlers for their great support, and our excellent trainers, Ilya and Vladimir. The combination of local language trainers, the translation of our Security Standard for the audience, and Ahlers' help in making a truck available to practically demonstrate aspects of TAPA's TSR requirements is a model we will look to replicate in more countries."

NEXT TRAINING IN RUSSIA

TAPA will also deliver a Facility Security Requirements (FSR) training in Moscow on 13-14 November 2019, hosted by one of Russia's largest online retailers, Ozon.ru. This training is now fully booked but the Association is currently discussing training requirements for Russia and its neighbouring countries for 2020-2022. Further updates will be communicated once this process is finalised.



MEET OUR SPEAKERS & PANELLISTS

Delegates attending TAPA EMEA's Conference in Dublin on 23 & 24 October will hear from an outstanding group of speakers and panellists.

We thank each of our presenters for giving us their time and support and look forward to benefiting from their knowledge and expertise.



Stefan Van Doorslaer, CEO, Ahlers Group, spent four years with the Japanese Group Komatsu as Logistics Director for Europe, Middle East and Africa before joining Ahlers

Group in 2006 as Branch Director of their state-of-the-art warehouse in Ghent, Belgium, before moving to Russia two years later as a General Director. He was appointed CEO of Ahlers Group in January 2019 and is also Chairman of the Executive Committee of the St. Petersburg International Business Association (SPIBA). In Dublin, Stefan will present a case study on cargo crime trends in Russia.



Ulrich Gläsemann is Global Logistics Security Officer of F.Hoffmann-La Roche Ltd, based in Basel, Switzerland. At the start of his career, he spent nine years as a Customs Officer

before going on to work for Nedlloyd, Danzas and DHL Business Solutions. He joined Roche as a Distribution Manager for APAC & Middle East. In 2014, he established Global Logistics Security within Roche, taking the position of Global Logistics Security Officer. His presentation will focus on patient safety matters.



Lutz Wohlfahrt is Head of Corp. Security and Crisis Management at Boehringer Ingelheim Corporate Center GmbH and is based in Germany. After leaving the German

Police in 1985, he began a 20-year career with Daimler AG's Corporate Security department with responsibilities for Domestic and Foreign Security, Coordination Plant Security, and Security Situation Center. He took up his current post in 2010.



Chuck Forsaith is Senior Director of the Healthcare Distribution Alliance/Pharmaceutical Cargo Security Coalition, working out of Rhode Island. A 20-year veteran of New Hampshire State Police, he also served three years in US Air Force Intelligence and, later, 16 Years as Director of Supply Chain Security for a major US pharmaceutical manufacturer.



Alexander Habath is Security Lead EU at Biogen International GmbH, based in Baar, Switzerland. Prior to this, he spent four years with HP, responsible for Brand

Protection, including warranty fraud and supply chain security, as well as 12 years in loss prevention management roles with The Phone House, Swisscom, and Claire's.



Tim Williams is Vice Chairman of Pinkerton, based in South Carolina. Before assuming this post, he was most recently CSO and Director of Information Risk and Enterprise Security

for Caterpillar Inc, where he spearheaded numerous risk management strategies, including crisis management and growth of cyber and physical global security for the enterprise. Formerly, he served with Nortel Networks, Boise Cascade Corporation, and Procter & Gamble Corporation in similar roles.



Michael Eddlemon is Managing Director of Pinkerton for the Midwest US and previously worked in law enforcement and private security for over 30 years. In Dublin, he will present

'Implications of Brexit on Managing Supply Chain Risk with Assets in the U.K. and E.U.' and will be joined by colleague Erika Koutrakis.



Erika Koutrakis, Director of Pinkerton in Chicago. Erika previously served as an Intelligence Agent and Operations Manager, and was a diplomatic attaché at the Consulate General of Greece.



Pete Mento is the Managing Director and Practice Leader for Crowe LLP's Global Customs and Duty practice, responsible for the growth and development of a multinational practice

that focuses on the elimination, recovery and reduction of tariffs for their clients as well as assisting in matters of trade compliance and cargo security. Pete previously served as Vice President of Global Trade and Managed Services for Crane World Wide. His presentation will look at 'Geo Politics, Economics and Trade – How the evolving global political environment impacts supply chain security'.



Frank Ewald is Senior Vice President of Deutsche Post DHL Group and for eight years has held the position of Head of Corporate Security & Crisis Management for Dt. Post

DHL Group. Between 2004 and 2011 he held different functions in the field of Corporate Security at various corporations like Dt. Bank AG, John Deere and Daimler AG. Frank started his career as an Officer in the German military.



DUBLIN 2019

TAPA EMEA CONFERENCE

23&24 OCTOBER

TAPA
Transport Asset Protection Association

SIGN UP FOR TAPA AMERICAS' 10 OCTOBER SUPPLY CHAIN SECURITY WEBINAR: "BLOCKCHAIN: THE BASICS."

Supply chain security is an ever-increasing topic among global manufacturers, as incidences of theft, fraud, and counterfeiting, and even infiltration by cyber-attackers, become more frequent and more widespread. That said, there is still a mystique around Blockchain.

Blockchain certainly offers some exciting possibilities to fix many of the persistent security issues associated with the global supply chain. However, technology alone will not eliminate the many risks associated with the transportation industry.

In the latest of a series of TAPA Americas' webinars on 10 October 2019, Andy Fletcher, Chief Technology Officer with Overhaul, will provide a simple overview of Blockchain. This webinar is designed to give audience members tools to understand how to think about the technology, and the terminology to discuss how it relates to their business. Following the presentation, time will be allocated for a question and answer session to demystify the often-confusing promise of Blockchain applications in non-financial industries.



Presenter profile

Andy Fletcher is the Chief Technology Officer for Overhaul, an Austin-based supply chain integrity solutions company. Andy is an experienced startup executive with a diverse technical and business background. After 10 years of engineering at Intel and AMD, Andy co-founded Local Plant Source, a supply chain services & marketplace company in the commercial landscape industry. At LPS, Andy served as COO, CTO, and CEO. Since joining Overhaul, Andy worked as VP of Operations and VP of Engineering before moving into his current role of Chief Technology Officer.

Learning Objectives

After this presentation, the audience will have a better understanding of:

- What is Blockchain and where did it come from?
- What are the benefits of Blockchain and how does it apply to our operations?
- What questions do we need to ask ourselves when evaluating Blockchain's potential within our company?

You are Invited

TAPA Americas invites supply chain security colleagues from across the global TAPA Family to join this webinar on Thursday, October 10, 2019. You can register [here](#) at no cost.

meet THE BOARD

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

Luc Van Herck, TAPA EMEA

Tell us about your day job and career bio?

I am currently leading the global security program for Supply Chain at Nike Inc as Director Product Security Global Supply Chain, managing a global team consisting of regional managers and analysts, and all supported by a global operations team sitting in our WHQ in Portland, Oregon. This is part of a bigger Product Security Organisation including both Manufacturing Security and Protection of our most Innovative products during conception. I am based in Europe, my Manufacturing colleague is based out of Vietnam and the Innovation Protection Program runs out of WHQ.

Earlier in my career I was a Retail Security Manager between 1989-2001 before joining Nike. I was a transportation security specialist until 2015 and then spent four years as Regional Supply Chain Security Manager EMEA before taking up my current post earlier this year.

When did you join the EMEA Board?

In 2007 I was elected to the Board for the first time. I got involved in our Security Standards straight away, especially in relation to Secure Parking.

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

The TAPA Standards offered me a lot of opportunity to accelerate our EMEA Security program but I also saw the potential to expand and improve them. I am a big fan of 100% mandatory FSR, a

'We have TAPA Standards in all our EMEA contracts at this point. I know for a fact that I have already brought many TSR and FSR certifications to the table and the majority of my suppliers come back to me afterwards thanking me and wishing they did it sooner.'

certifiable TSR and a Modular approach in the application of our Standards. I guess I just got sucked in gradually by the rest of the BoD and especially 'Die Hards' like Steve McHugh (now Executive Director Standards) and Paul Linders.

What are your BoD responsibilities?

I've had a couple of roles over the years, but nothing gets my blood pumping more than TSR. It also represents the biggest risk for my company with thousands of trucks/containers on the move at any time.

What do you bring to your TAPA role?

I think I can see things from a carrier side as well as a customer side. Probably my empathy 😊. I am close to a lot of the members, especially those who really contribute to security in a qualitative way. I am a very positive and creative person but still learning a lot from the 'grey wolves' on the BoD and Laurence Brown's (Executive Director) support group. I also bring the experience of the daily 'joys' of the world's biggest Footwear/Apparel supply chain.

How supportive is your employer of the time you devote to TAPA and how do they benefit too?

My manager has always seen our active membership as being beneficial, both for the company as well as myself. The way he wants me to show up at TAPA is by following our Maxims (Nike behaviour): Always Be In

The Offense – Do the Right Thing – Bring Inspiration and Innovation. The benefit for Nike is that we have great access to Intelligence, Networks and Standards we can, for sure, use across our own supply chain. That fact that this comes with spending hours is not seen as extra work but being part of my job at Nike.



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

I think it depends on who you are. The vast majority of stakeholders who want to improve security in the supply chain will, for sure, embrace TAPA. Also, Governments are seeing our importance more and more thanks to the efforts of people like Thorsten Neumann (President & CEO), Jason Breakwell (Vice Chair) and the rest of the BOD as well as some members who try to make the TAPA footprint bigger and take every opportunity to spread the message. Other organisations like IRU and ESPORG, hopefully, see us as 'brothers in arms' with room for differences, for sure. I do get worried sometimes by how politics gets in the way of our pursuit of a common goal: fighting cargo crime. But we still have a lot of work ahead in establishing even more connections with other stakeholders, like for example ASIS, but I am confident our new set-up will make this possible.

What are you hoping TAPA EMEA can achieve in the next two years?

With the changes we are making, and the approach being taken, TAPA can easily

fit the previous equivalent of 5 years of achievements into the next 2 years. We just have to keep building on our Standards, training, promotion, membership and data.

How active are you in terms of promoting membership, intelligence sharing and the TAPA Standards to your partners and suppliers?

We have TAPA Standards in all our EMEA contracts at this point. And, by the time this gets published, we will most likely have the largest TAPA FSR Level A site certified with our partner EKOL in Istanbul. Recently, we added Mexico to that list, and we are looking at the US and APAC as well, especially China. I know for a fact that I have already brought many TSR and FSR certifications to the table and the majority of my suppliers come back to me afterwards thanking me and wishing they did it sooner. I also share updates with my suppliers on parking and incidents and circulate our newsletters. Where I see room for improvement is the approach of some of our global players. TAPA EMEA is very strong and growing and it would be great to see EMEA representatives of our global members step up within their own

organisations as ambassadors for the other TAPA regions. Not always easy I guess but definitely a point worthy of attention.

What are your TAPA priorities for the next 12 months?

Due to my new role at Nike, I have no choice but to limit my priorities to make sure the modular TSR Standard, which goes live in July 2020, is successful. I see this approach as being the best way forward to expand TAPA's footprint. I say that though with the greatest respect for all the other things TAPA is doing.

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

More and better training. It is a shame that this would cost more than we currently can afford. But I see better and more trained people as the key to better ambassadors and better implementation of our Standards. I especially like the TAPA Americas concept of seminar learning and I encourage this for the other regions.

NEXT ISSUE:

Meet another TAPA APAC Board Member

WELCOME TO OUR NEW MEMBERS



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

Company	Website
PDI Healthcare	https://wearepdi.com
Polaris Intermodal	https://www.polaris-intermodal.com
Marsh	https://www.marsh.com/

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

Company	Country	Website
DHL Global Forwarding (New Zealand) Ltd	New Zealand	https://www.logistics.dhl/nz-en/home.html
Producers Connection Logistics Inc	Philippines	http://pcl.com.ph/
PMFTC Inc	Philippines	https://www.pmi.com/
F2 Logistics Philippines, Inc.	Philippines	http://www.f2logistics.com/

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

Company	Country	Website
Verbaten Security Consultancy	NL	www.verbatensecurity.com
MBF – Hungarian Security Forum Association	HU	www.mbf.hu
Autotrasporti Rutilli Adolfo srl	IT	www.rutilliadolfo.com
Manšped d.o.o.	HR	www.mansped.hr
Malca-Amit ZRH GmbH	CH	www.malca-amit.com
Novartis Pharma GmbH	DE	www.novartis.com
RCS Risk & Claim Services GmbH	DE	www.rcs-services.de



REDUCE



REFUSE



RECYCLE



RESILIENCE

RECYCLING RESILIENCE

As TAPA's role evolves to embrace all aspects of supply chain resilience and risk management, leveraging its knowledge, expertise and solutions across a broader cross-section of industry activities will be a key focus. In this issue, Tony Lugg, Chairman of TAPA APAC, and Roger Lee, Director of Singapore Institute of Materials Management and a TAPA APAC Board member, put forward the business case for an industry standard for the recycling of electronics in support of enhanced supply chain resilience in the technology sector ...

A Reuters' report on the 'E-waste Recycling Market With Detail Analysis of Industry' valued the global E-waste Recycling market at US\$1.19 billion and predicted this will grow to \$1.92 billion by the end of 2025, a compound average growth rate of 7.1%.

As the electronics industry is developing rapidly worldwide, the volume of electronic equipment generated is increasing at an amazing speed, as is, consequently, e-waste. These e-wastes contain lots of valuable materials or equipment that can be recycled. And e-waste also contains toxic and hazardous materials including mercury, lead, cadmium, beryllium, chromium, and chemical flame retardants, which have the potential to leach into our soil and water.

Currently, the volume of e-waste that can be recycled properly is less than 20% of the total volume of e-waste generated worldwide each year. There is still a lot of work to be done to promote the development of the e-waste recycling industry.

Growing numbers of governments are beginning to make laws or taking more strict measures to restrict the incineration or fill of e-waste and to try to ban undocumented workshops of e-waste recycling. As the recycling and processing technology of e-waste is developing, the e-waste is getting

re-used more properly and deeply. The cost of recycling and processing of e-waste is reducing, and the profit level of authorized e-waste recycling enterprises is increasing.

Writing for *Bloomberg* three years ago, technology columnist Tim Culpan, stated that in the electronics recycling business, the benchmark is to try to collect and recycle 70%, by weight, of the devices produced seven years earlier. Apple exceeded that, typically reaching 85%, including recycling some non-Apple products that customers bring in.

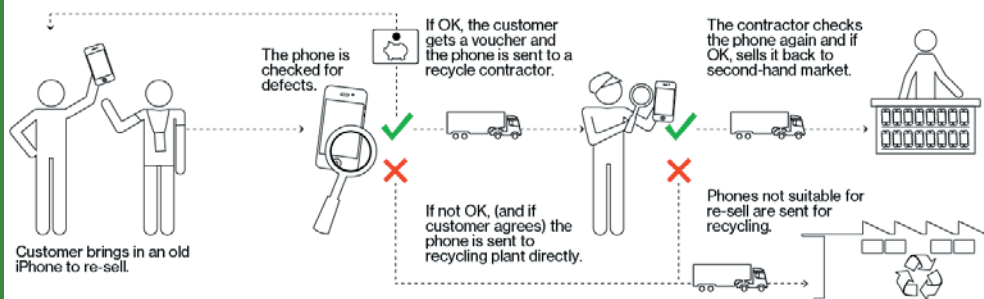


150+ million

Of phones are dumped a year

Breaking Down the iPhone

Re-sell or Recycle?



Graphic: Pekka Aalto

Source of graphic: Bloomberg

Bloomberg

The *Bloomberg* report highlighted that Apple would have to get hold of and destroy the equivalent of more than 9 million of 2009's iPhone 3GS models from around the world in a year. With iPhone sales alone climbing to 217 million units last year, grinding up such products is a significant growth business.

So, what happens to re-cycled technology that is re-branded and sold off. Well, 'The Economic Impacts of Counterfeiting and Piracy' report released in 2017, warned that the global economic value of counterfeiting and piracy could reach US\$2.3 trillion by 2022.

Companies such as Apple have stringent security requirements for their Recycling Service Providers (RSP). Their standards are high, and the RSPs need to be challenged to ensure conformance to Apple's requirements. The explosive growth in the electronics industry, has led to a rapidly escalating issue of end-of-life (EOL) electronics or e-waste. If the recycling efforts are not properly executed, toxic materials can be released from old electronic devices into the environment.

At the same time, new cheap devices are released by manufacturers and with many new revisions on a yearly basis to entice customers to upgrade their equipment, hence further accelerate the amount of e-waste.

E-waste is growing, and with that surge comes the need for effective electronics recycling programs. According to a January 2019 report from the World Economic Forum, E-waste is now the fastest-growing waste stream in the world, with an estimated waste stream of 48.5 million tonnes in 2018.

An explosive growth of the technology recycling industry is expected as more people seek information on TV recycling, computer recycling, and other programs that will help them responsibly get rid of unwanted equipment while minimizing any risk of data or identity theft. The safe recycling of electronics is receiving increased attention from policymakers, industry, and consumers alike. There are many opportunities for recycling service providers to help the high number of consumers who are still not sure



89%

Of developing countries have cellphones

how to safely dispose of old computers, smartphones or other electronic devices. It was reported that nearly 75% of old electronics products continue to be stored in households because of the unavailability of convenient recycling options.

Major companies are working hard to encourage and facilitate recycling. Table 1 below, for example, shows Fuji Xerox's checklist for their recycling service providers in the environmental health and safety management parameter. This highlights the need to consider strongly the environment health and safety aspects as well as security requirements for recycling.



7.2 billion

There are now more phones than people on the planet

Fuji Xerox: Environment/occupational health and safety control check items for recycle partner		
1	Environment management system is available and functioning.	Certified by a third party.
		Annual Report is issued.
2	Enough occupational health and safety (OHS) measures are taken.	Certified by a third party.
		Enough OHS measures are taken for employees.
		Enough measures are taken to minimize impact on neighboring inhabitants.
3	There is a proper monitoring, recording and reporting program for environment and safety.	Impacts on environment (wastewater, exhaust, noise, etc.) are periodically monitored according to related laws.
		Accidents of employees are recorded.
		If wastes cannot be treated by the company, they are collected and treated by a method friendly to the environment.
4	There is a proper education program for employees.	There is an education program to distinguish and handle hazardous substances and the hazardous substance handling administrator is trained to avoid dangers and take emergency response measures.
		Responsibility, authority and their mutual relation of employees taking charge of administration of affairs, performance and monitor giving influence on the environment are documented.
5	There is a proper emergency response measure plan.	There is a plan for emergency response measures.
		Disaster prevention training is conducted.
Source: Fuji Xerox Integrated Recycling System - click here		

The benefits of deploying a globally recognized security standard for electronics recycling are that it creates a generic benchmark for the supply chain. The challenges for the recycling industry is to ensure they have a minimum standard in terms of security to ensure that devices avoid becoming fake products for sale on the secondary market. At the same time, global brands are understandably worried about toxic contamination caused by their products to the environment and its potential to become a public relations nightmare. So, not surprisingly, almost all the global brands such as HP, Huawei, Amazon and Microsoft also have detailed protocols for recycling their products that their contractors must adhere to.

Some areas of concern for global electronics brands, based on audits of their Recycling Service Providers (RSP), include the following:

A: Develop and implement sound security strategies, policies, processes and procedures' in line with local regulations.

Some areas of consideration for recycling service providers cover;

1. Information Access Policy and Procedures:
 - i. Information on Security Review of Standards
 - ii. The documentation of IT policies
 - iii. The security under information access, security compliances, personal security, security assessments
 - iv. System network and security procedures
2. For recycling service providers: In the security of data requirements, for example, in the recycling of hard disk drives, the RSP must have proper procedures to ensure that



18 months

The average phone user lifecycle, despite having a user life of 7 years



hard disk drive data is deleted completely. The RSP must comply and provide evidence to demonstrate that it has met the standard for deletion of data in compliance with both government regulations and customer requirements.

3. Certificate of destruction: The ability of the company to ensure that there is a certificate of destruction once the data has been wiped out.
4. Certifications: Recycling companies do not have an industry standard created to meet customers' requirements. Hence, this may be a window of opportunity for TAPA to develop a standard which can be applied to the industry.
5. Maintenance of at least 3 years of documentation requirements.

6. Proper procedures of weight management systems to ensure that minerals which are recycled can be correlated to the customer's data. One example is the calibration of all weight scales on a yearly basis.

7. Control access into facilities: documentation systems; arrival and departure.

8. Reliability of Uninterruptible Power Supply (UPS) system and constant monitoring of reliability.

system and constant monitoring of reliability.

B. Develop best-in-class practice to mitigate losses through fraud, diversion, negligence and inordinate risk

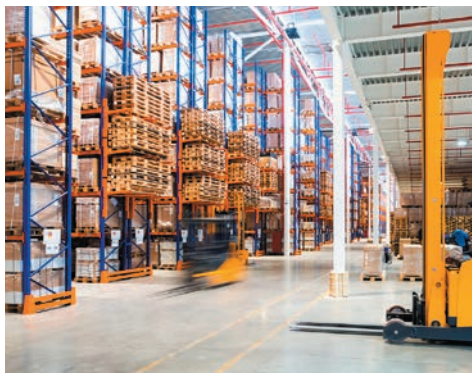
1. Best-in-class management

- i. Workforce Integrity Processes (Reference TAPA FSR, Section 7) (including background checks on all employees in the recycling industry)
- ii. Training of all staff on security and threat awareness (Reference TAPA FSR, Section 6)



12.5%

Of e-waste is recycled



2. Physical Security System

- a. Perimeters of the recycling service provider: Ensure proper security process in place (Reference to FSR, Section 1)
- b. Outside Walls, Roof and Doors (Reference to TAPA FSR, Section 2)
- c. Office and Warehouse Entry and Exit Points (Reference to FSR, Section 3)
- d. Inside Warehouse and Office (Reference to FSR Section 4)
- e. Proper Security Systems: Design Monitoring and Response (reference to FSR 5)
- f. Additional requirements for recycling service providers (RSP): CCTV should be high resolution with an infrared system with at least 180 days recording requirements
- g. Additional requirements for RSP for CCTV recording in all the pathways, full routing, temporary loading and storage locations
- h. Additional requirements for RSP for power back-up for all CCTV and alarm systems
- i. Additional requirements for RSP – camera fully secured using a cloud system
- j. RSP needs to have a plan for routing of the internal transport system. Motion detectors in the security system and door alarms linking to control tower or guarding systems
- k. Trash Management: This is a key area for the recycling industry as security compromises can easily happen in the

trash management area. Some of the important elements for consideration include:

- Multiple cameras positioned in trash location
- Determine how trash should be handled, packaged and labeled and transported
- Incorporate strategies to limit the spread of contamination
- Consider separating trash by types, contaminant, treatment technology, receiving facility, etc
- Establish trash minimization strategies
- CCTV and lighting visibility in trash location, including clarity test during storm conditions and rainy seasons
- Trash must be placed in containers which are visible
- Random trash inspection 100%
- Use of transparent trash bags
- Escorts required during the process of moving and transportation of scraps and trash

C: DEVELOP ENVIRONMENT/OCCUPATIONAL HEALTH AND SAFETY CONTROL

Reference Table 1 above on the Fuji Xerox case study:

1. Environment management system is available and functioning.
2. Enough occupational health and safety (OHS) measures are taken.
3. There is a proper monitoring, recording and reporting program for environment and safety.
4. There is a proper education program for employees.
5. There is a proper emergency response measurement plan.

D: DEVELOP PROCESS AND PROCEDURES ON THE MANAGEMENT OF RISKS:

1. In managing fire, flood, terrorism.
2. In managing a whistleblower system.

3. Risk in supply chain management investigation.

4. Self-assessment of risk management.

5. Business Continuity Management on policy of business interruption.

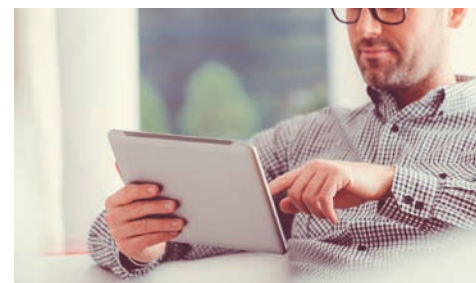
The business case for developing a Recycling Security Requirement for Technology Products supports companies' supply chain sustainability and resilience. The global e-waste recycling and reuse markets are highly fragmented, including a wide range of participants and suppliers across the value chain such as de-manufacturers, collectors, material processors, recyclers and re-furbishers, among others. Global manufacturers and Recycling Service Providers (RSP) are now faced with increased government legislation and proposed laws that aim to guarantee that new products are designed and manufactured with fewer toxic materials. Recycling Service Providers need to work closely with governments and their customers (buyers) to ensure e-waste is properly recycled and disposed of. The handling of e-waste will include the following:

- a. Permitted treatment
- b. Proper storage
- c. Disposal facilities
- d. Proper ways of achieving high yields from recycled minerals such as aluminium, cobalt, and other rare earth minerals

In view of the importance of the recycling industry and the impact on the earth's environment, TAPA APAC will be looking at the possibility of having a Security Standard for the Recycling Security Requirement for Technology. This standard will differentiate from other industries such as food recycling, wood recycling or plastic recycling. Hence the term "technology" will cover a lot of the service providers in this area which is reflective of TAPA members' profiles.

Members who are interested in participating in the interest group should contact TAPA APAC at secretariat@tapa-apac.org

Note: Infographic statistics sourced from BankMyCell



9.4m tons

Of electronics disposed of by Americans annually

EUROPE, MIDDLE EAST & AFRICA REGION

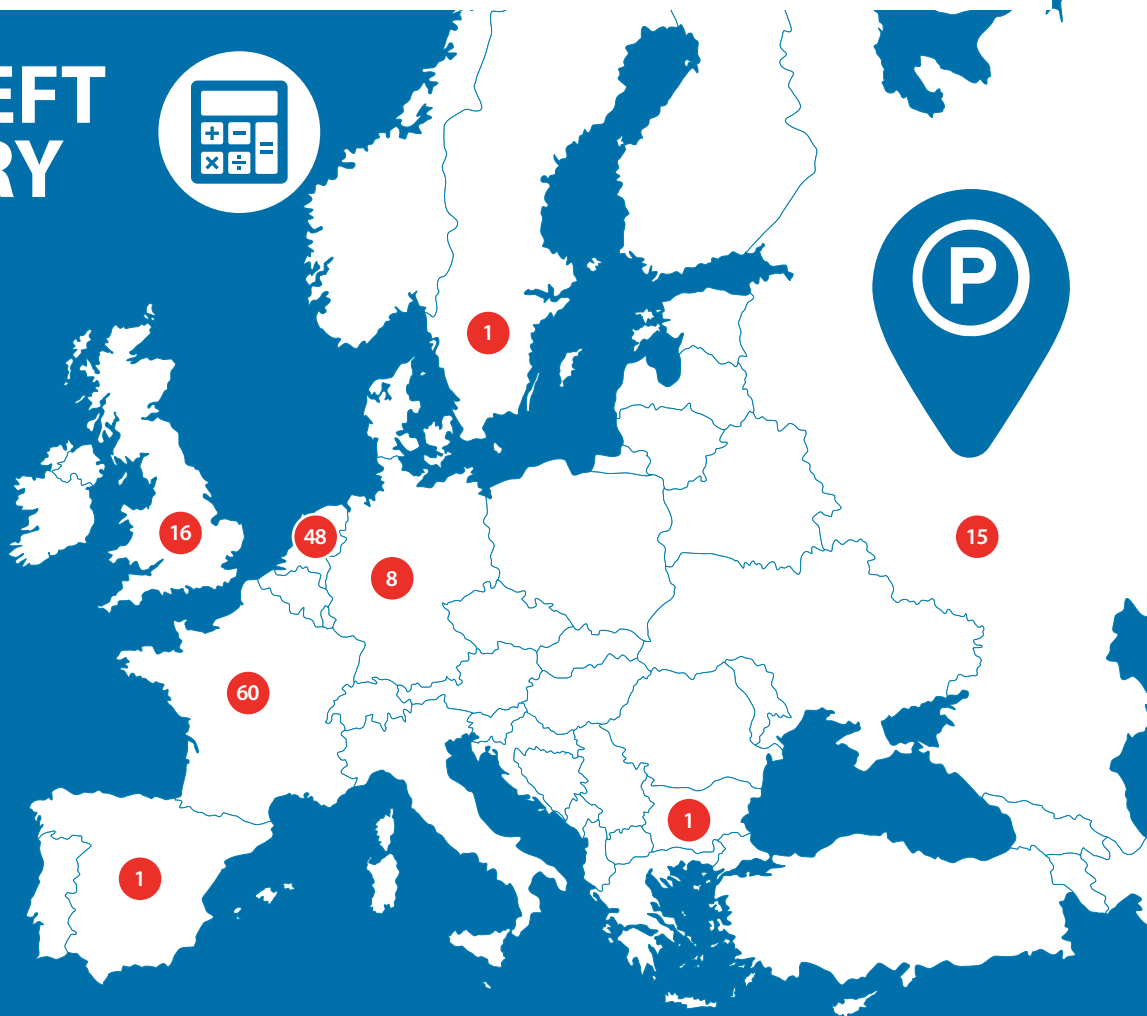
CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

August 2019

BULGARIA	1 (0.6%)
FRANCE	60 (34.7%)
GERMANY	8 (4.6%)
KENYA	2 (1.2%)
NETHERLANDS	48 (27.8%)
NIGERIA	4 (2.3%)
RUSSIA	15 (8.6%)
SOUTH AFRICA	17 (9.8%)
SPAIN	1 (0.6%)
SWEDEN	1 (0.6%)
UNITED KINGDOM	16 (9.2%)

Number of incidents in month



€3,256,360

Average loss for the 6 major cargo crimes reported to TAPA's Incident Information Service (IIS) in August 2019



€20,470,612

Total loss for the 34 or 19.6% of crimes stating a value

-7.9%

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



173

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

€17,440,800

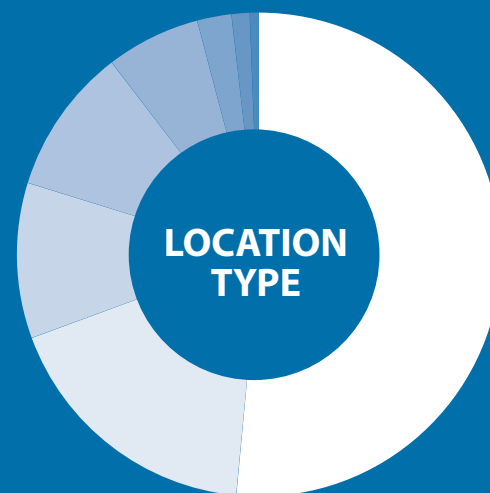
Biggest single loss -
Theft of Jewellery/
Precious Metals from an
Origin Facility in Sandton,
South Africa, on 9 August

Number of countries
in EMEA reporting incidents

11



Theft from Vehicle	112 (64.8%)
Fraud	14 (8.1%)
Theft of Vehicle	12 (6.9%)
Hijacking	9 (5.2%)
Theft from Facility	7 (4.0%)
Truck Theft	7 (4.0%)
Theft of Trailer	4 (2.3%)
Theft	3 (1.7%)
Robbery	2 (1.2%)
Theft from Trailer	2 (1.2%)
Theft from Container	1 (0.6%)



Unclassified Parking Location	89 (51.5%)
Unknown	31 (17.9%)
Origin Facility	18 (10.4%)
En Route	17 (9.8%)
Destination Facility	11 (6.3%)
Services 3rd Party Facility	4 (2.3%)
Authorised 3rd Party Facility	2 (1.2%)
Maritime Transportation Facility	1 (0.6%)

9

Crimes in EMEA recording a loss value of between €50,000 & €100,000 produced a combined loss total of €684,852

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

€602,076

AVERAGE LOSS VALUE IN QUARTER



51.5%

Or 89 of the recorded incidents took place in Unclassified Parking Locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	105 (60.7%)
Unknown	25 (14.5%)
Violent & Threat with Violence	17 (9.8%)
Deception Other	10 (5.8%)
Deceptive Pick Up	7 (4.0%)
Forced Stop	3 (1.7%)
Internal	3 (1.7%)
Deceptive Stop	2 (1.2%)
Theft from Moving Vehicle	1 (0.6%)

€17.4M THEFT OF JEWELLERY IS ANOTHER DAZZLING DISPLAY OF SOUTH AFRICA'S CARGO CRIME EPIDEMIC

As if newly-released cargo crime intelligence by the South African Police Service (SAPS), reported earlier in this issue, was not enough of a reminder of the risks to supply chains across the country, reports to TAPA's Incident Information Service (IIS) in August proved this beyond any doubt, with four crimes alone producing a total loss of nearly €18 million.

Just weeks after TAPA EMEA's regional conference in South Africa highlighted the support the Association can offer to companies trying to increase the resilience of their supply chains, August's data shows four major losses in a single month, including one substantial theft of **€17,440,800** of high value jewellery from an Origin Facility in Sandton, Gauteng province, on 9 August.

According to media reports on the crime, the thieves forced their way into a luxury goods warehouse and overpowered the staff, destroying the building's security doors in the process, before escaping with diamonds, earrings, necklaces and watches.

With the investigation ongoing, one of the key questions to be answered by police is why the facility's CCTV cameras were reportedly not working at the time of the crime.

The three other major losses recorded by TAPA's IIS in South Africa last month included:

€199,808

The deceptive stop and hijacking of a truck which was en route on the R21 in Irene, south of Pretoria, on 27 August. Two of the four men who stopped the truck at the side of the motorway were dressed in police uniforms, according to IIS intelligence. After removing the driver from the vehicle, the offenders drove off in the truck, which was pulling two trailers loaded with beverages.



However, the quick-thinking driver had activated a security tracker before stopping his vehicle, which, ultimately, resulted in the truck being recovered by police officers.

€160,020

Chemicals were stolen from a Maritime Transportation Facility in Durban, KwaZulu-Natal, on 1 August. The cargo was taken to a warehouse in a nearby town, Cato Ridge, where the thieves are believed to have changed the packaging in order to sell the chemicals on the grey market for farming or industrial use.

€112,535

In Port Elizabeth on 19 August, a vehicle carrying a load of copper was hijacked by a group of offenders wearing reflective jackets and standing next to a white vehicle with a blue light, who flagged down the truck. Tragically, according to the IIS incident report, they shot and killed the driver before fleeing in the vehicle, which was later recovered by police, along with the cargo, using the truck's GPS tracker.



Other crimes reported to TAPA in South Africa in August included:

- The hijacking and subsequent recovery of a truck carrying brass tubing. Police also recovered a 12-channel signal jammer



- Theft of a shipment of cigarettes after thieves carrying guns and travelling in eight white vehicles used a jamming device to conceal the theft of a vehicle



- The loss of furniture/ household appliances after thieves ransacked a Services 3rd Party Facility in Port Elizabeth after detaining staff at gunpoint
- The murder of a truck guard after thieves opened fire on a vehicle transporting computers/ laptops on the N4 in Akasia, Pretoria, on 14 August



- Bystanders injured after offenders exchanged fire with guards in a cash-in-transit vehicle in Middelburg
- The hijacking of a brewery truck by five men in Alberton on 1 August

TAPA has been asked not to publish information on the two other major cargo losses with a value of **€100,000** or more, although the Association's members have access to the incident intelligence in the password-protected IIS database. The six major crimes produced a total loss of **€19,538,163** for the month or an average of **€3,256,360**.

Overall, in August, up to when *Vigilant* went to press, TAPA's IIS had recorded 173 new cargo crimes during the month in 11 countries in the EMEA region. The total loss for the 34 or 19.6% of these crimes stating a value was **€20,470,612**, producing an average for these incidents of **€602,076**.

Nine of these crimes saw losses of between €50,000 and €100,000 and resulted in combined and average losses of €684,852 and €76,094 respectively. They were:

- **€99,366** – On 26 August, offenders reportedly bribed a truck driver delivering 410 portable generators and 560 four litre drums of oil to divert his truck to Oyo state in Nigeria

- **€87,329** – 21,500 kilos of avocados where stolen from a vehicle in Gameren in the Netherlands on 9 August



- **€86,772** – Fraud and deception was used to steal 20 metres of cable while it was en route in Pskov in the North West region of Russia. The driver was reportedly told to unload the cargo at an unauthorised location by an unknown person

- **€80,000** – A full truckload of tyres and rims disappeared from an Origin Facility in Sehnde, Germany, on 22 August after thieves entered a warehouse and stole a semi-trailer



- **€80,000** – Two empty cargo trucks were set on fire at the rear of a Services 3rd Party Facility in Bielefeld, Germany, on 8 August

- **€73,929** – Another case of fraud in Russia resulted in the loss of a shipment of non-ferrous metal in St. Petersburg on 2 August

- **€66,000** – 33 pallets of solar panels were reported stolen in Oldenzaal in the Netherlands, although no other information was recorded

- **€61,456** – A deceptive pick-up of a shipment of clothing and footwear from an Origin Facility in St. Petersburg

- **€50,000** – The theft of furniture/household appliances from a truck in an unclassified parking location in Sittard in the Netherlands on 1 August

Five countries recorded double-digit losses in the IIS database in August:

- France – 60 incidents
- Netherlands – 48
- South Africa – 17
- United Kingdom – 16
- Russia – 15

Over 50% of the goods stolen were recorded as either unspecified or miscellaneous but, of the 14 TAPA IIS product categories suffering losses during the month, the top five were:

- Food & Drink – 18 losses
- Tobacco – 11
- No Load (Theft of truck and/or trailer) – 10
- Furniture/Household Appliances – 9
- Tools/Building Materials – 8



The majority of incidents involved cases of Theft from Vehicle, 112 crimes or 64.8% of the August total. Only two other types of incident recorded more than 10 crimes:

- Fraud – 14 crimes
- Theft of Vehicle – 12

Freight thefts involving trucks in unclassified parking locations accounted for 89 or 51.5% of last month's crime reports.



In France, all but four of the cargo crimes reported in August involved Theft from Vehicle crimes, and virtually all of these took place in unclassified parking locations. Multiple incidents were recorded in Auvergne-Rhône-Alpes, Centre-Val de Loire, Grand

PRODUCT CATEGORY	No	%
Unspecified	79	45.7%
Food & Drink	18	10.4%
Miscellaneous	16	9.2%
Tobacco	11	6.3%
No Load (Theft of truck and/or trailer)	10	5.8%
Furniture/Household Appliances	9	5.2%
Tools/Building Materials	8	4.6%
Metal	6	3.5%
Cash	4	2.3%
Clothing & Footwear	3	1.7%
Computers/Laptops	3	1.7%
Cosmetics & Hygiene	2	1.2%
Jewellery/Precious Metals	1	0.6%
Pharmaceuticals	1	0.6%
Toys/Games	1	0.6%
Tyres	1	0.6%

Est and Hauts-de-France. Curtain-cutting remained the most reported M.O. recorded in the Netherlands, mostly targeting trucks in unclassified parking places. Hotspots included parking sites on the A73, A67 and A2 and involved losses of computers/laptops, tools/building materials, wine, and cosmetic and hygiene products.



14 of the 15 crimes in Russia involved cases of Fraud and losses of metal, tobacco, food and drink, tools/building materials and clothing and footwear. Tobacco was also a frequent target for cargo thieves in the United Kingdom, with eight losses. In Manchester, two men with knives followed a member of staff into an Origin Facility and escaped with 'tens of thousands of drugs' while, in Ledbury in Hertfordshire, several individuals broke into a warehouse on 26 August and stole eight lorries loaded with 3,500 bottles of cider.



One other loss of life was recorded by TAPA last month after police in Rombo, Kenya, opened fire at the driver of a stolen truck after he refused to stop.

EYE-ON-TECH



Eye-on-Tech reports on technology solutions presented at the recent GSX and ASIS events...

Hanwha Techwin

At GSX, Hanwha Techwin introduced the most powerful industrial security surveillance camera, the TNB-9000 32-megapixel 8K network camera with full frame format 35mm CMOS sensor for 8K, multi-codec streaming at 12 fps. Up to this point, SoC developers had thermal limitations; Hanwha Techwin claims to have made a leap forward with this stable, wide area surveillance system sensor, designed for game day at stadiums, city overwatch and long-range aviation surveillance.

Although Hanwha Techwin's new Multi-sensor 2MP and 5MP IP Camera models don't share the same processor with their new 8K and AI camera releases, the flexibility and feature set has brought this category to a new level.

Each sensor may be moved as a PTRZ (pan, tilt, rotate, zoom) device, independently or together. Each sensor's lens has lens focal length, angle of view and zoom controls, while every module has its own infrared illumination. Each sensor processor is thermally managed for long life.

Together with solution provider AI Tech, Hanwha Techwin is now focused on leveraging

AI Object Recognition and the extremely powerful Wisenet X for false alarm reduction. Unlike many AI solutions requiring a significant algorithm training period, this is designed to deliver reliable space detection regardless of the lighting conditions or the presence of shadows or reflections.

Read More:
<https://www.hanwha-security.eu/>

Athena Security

Athena, who received the New Product Showcase award last April at ISC West, is taking a pro-active approach to early weapons detection. The company, whose technology was recently deployed at one of the New Zealand mosques that suffered a mass casualty attack earlier this year, has been using a storyboard-style booth at recent security events to illustrate the unique success of its recognition system, even for detecting black weapons against a black-colored background. Continuing its integration expansion, Athena can now be easily integrated into many video surveillance systems including Avigilon and Genetec. Thermal imaging sensors are now supported for even faster recognition of concealed weapons.

Read more:
[www.http://www.athenasecurity.in/](http://www.athenasecurity.in/)

EAGL

The company's new FireFly wireless gunshot detectors feature an ultra-low power, cylindrical, compact design and can be placed in a luminaire or semi-concealed under an eave. The product analyzes the wave form and energy levels of detected sounds to determine whether a firearm had been discharged. It runs on a wireless network, with the sensors connecting back to receivers called nodes, connected to the EAGL server, the point at

which their latest API can exchange event data and directly notify a Public Safety Answering Point (PSAP), lockdown individual or groups of access-controlled openings (doors), provide real-time incident location for mass notification and video surveillance call-up.

Read More:
<https://www.eagletechnology.com/>

FLIR

Although not a direct exhibitor at GSX, new FLIR products were exhibited at numerous booths and expanded the company into Chemical, Biological, Radiological, Nuclear and/or Explosives (CBRNE) detection, personal radiation sensing, and safety, inspection, industrial verticals. If that were not enough, virtually every drone demonstrated had the capability of dual spectra cameras on board, illustrating the power of the FLIR development kits in tiny packages. Many of these technologies are shared with the new FLIR Automotive Development Kit that – together with LiDAR and RADAR object/hazard recognition and avoidance – are keeping autonomous vehicles and Automated Driver Assistance Safety Systems (ADAS) on the path to maturity.

FLIR's new Spectroscopic Personal Radiation Detector, the identiFINDER R200G, gives the first responder a read-out technology that identifies gamma radiation and additionally provides neutron detection capability. Law enforcement agencies and first responders will use this during routine border crossings, at high visibility events and in mass transit or critical infrastructure entry control points, keeping the Homeland Security Enterprise (HSE) resilient.

Read More: <https://www.flir.com/>

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

BUILDING THE TAPA BRAND WITH EMEA REGION STAKEHOLDERS

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



IUMI RAISES ITS POWERFUL VOICE

I was delighted to see IUMI (the International Union of Marine Insurance) this month calling for action to improve cargo theft prevention measures and proud to see them acknowledge the solutions provided by TAPA.

As IUMI's Policy Forum Chair, Helle Hammer, so rightly pointed out: *"Cargo crime continues to surge, and it is having a negative impact on supply chain and economies around the world. Cargo crimes are a large burden to society".*

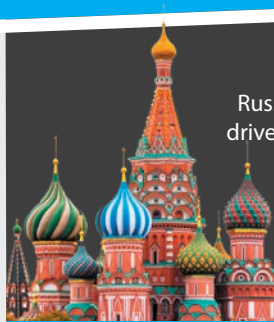
These are powerful words from a body which is at the forefront of marine risk and will help to further raise awareness of supply chain losses, their wider social and economic implications, and the solutions we, in industry, have put in place and are continuing to develop.

We have invited IUMI to participate in a special feature in an upcoming issue of *Vigilant*.



Speaking your language

Russia is a market where TAPA is rapidly growing in momentum, driven by growing awareness of the supply chain risks across this vast country. Our incident intelligence is already up significantly year-on-year and now we have delivered our first TSR training in Russian, with a further FSR training scheduled in November. We are confident this will lead to more TAPA certifications and more new members.



FLYING THE FLAG FOR TAPA...

The number of invitations for TAPA to speak at, or participate in, events with other supply chain security stakeholders, is growing rapidly – and each one enables us to increase our profile and identify potential new members.

Mostly recently these have included meetings with German Ministry officials, the EU Project CARGO team, and presenting at the first German Autohöfe Symposium in Berlin. In the coming weeks, I will be addressing DB Schenker's key accounts on cargo security trends in Europe and TAPA will also be participating in LANDSEC's Land Security Expert Group in Brussels on 15 October, which will be discussing rail security, cybersecurity, and land transport and logistics. Much more will follow ...



GOING UP...

Great to see our latest FSR certifications taking us above 700 TAPA-approved facilities in EMEA for the first time. Thanks to our Standards Team for their great work.

THANK YOU, MICHAEL

It was my absolute pleasure to present a special TAPA EMEA Award to our good friend and colleague Michael Wortmann, Managing Director of VCK Logistics, who stepped down from the EMEA Board earlier this year after nine years of great service to our Association, most notably in the role of Treasurer.

As I am sure you all know, Michael is one of the nicest people you could ever wish to meet. He is also a great professional, highly experienced and talented, and a fantastic team player. He was a valued member of our BoD and his term of office coincided with the greatest period of growth in our history to date. We are proud to honour his achievements with TAPA and hope he will still be able to join us at our conferences in the future. He can be assured of a great welcome.



STANDARDS FAQs #25



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.

In this edition we address some recent questions on certification audits for the current TAPA Security Standards.

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.

After obtaining FSR Level A certification a year ago, I recently received a reminder to complete and submit a self-audit to the audit body. Can you explain what is required and the purpose of these audits?

Answer: Once you have been issued with a Certification for the TAPA FSR, TSR or PSR Standards, TAPA requires an annual self-audit to be completed in a non-certification year. As TAPA certifications are valid for 3 years, this means an interim self-audit is completed by the certificate holder (LSP/Applicant), their appointed agent or Independent Audit Body in years 2 and 3. The LSP/Applicant is responsible for ensuring the annual self-audit is completed and submitted to the certificate issuing authority on time (TAPA or the Independent Audit Body). Failure to do so may result in the revoking of the certificate, so it's important not to miss this part of the process!

The reason for the self-audit requirement is to ensure ongoing conformance to the Standard is maintained and this responsibility must be with the certificate holder. If anything has changed or new waivers are required, this is the opportunity for the LSP/Applicant to identify the non-conformances, fix them or have waivers approved as appropriate and inform the certification authority of the change in conditions.

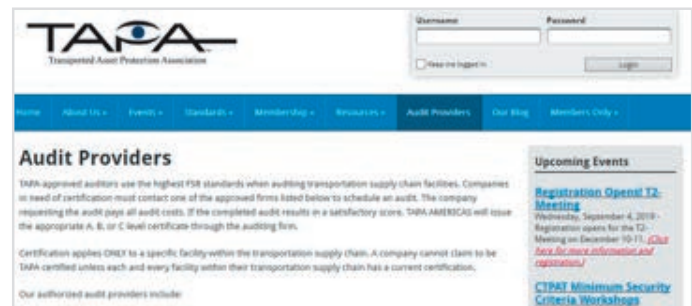


Question 2.

I have 2 sites that need to be FSR certified. Where can I find information on the audit bodies?

Answer: TAPA lists the TAPA-approved Independent Audit Bodies (IAB) on the Association's website. You can find the contact information for the regional IABs and so much more on TAPA Standards by looking at the information we provide in the Standards sections of the website.

AMERICAS:



APAC:



EMEA:



STANDARDS SUPPORT

Question 3.

My company uses a different audit body to the ones TAPA has approved. Why can't I use the same audit body?

Answer: TAPA needs to ensure compliance and consistency of approach regarding the use of our Security Standards. To achieve this, TAPA needs to ensure it has agreements and close working relationships with the accredited audit bodies that perform the actual certifications. Therefore, TAPA has appointed a number of audit bodies with global capabilities to perform TAPA certification audits under a Memorandum of Understanding agreement. TAPA has also appointed local or regional audit bodies where the global companies may not have strong representation. We believe this provides a choice of certification audit providers and competitive pricing options for the company seeking an auditor. This approach also allows TAPA to monitor and control the audit quality of the audit bodies.

The reason TAPA does not support the use of non-approved audit bodies or auditors is because they have not gone through the required training or signed the appropriate agreements with TAPA to enable them to deliver the TAPA certification requirements. Therefore, when TAPA receives a single site request to use a non-approved audit body, we generally have to refuse the request.

In the interest of expanding TAPA's certifications programme to make it more affordable and achievable in the future, the Association is investigating options to allow the inclusion of more accredited audit bodies. Any changes to our current practices will be announced in 2020.



VOTING ON TAPA EMEA'S NEW ARTICLES OF ASSOCIATION

At the TAPA EMEA Annual General Meeting in Berlin in March 2019, members were given an update on the TAPA EMEA 2020 plans and a decision was taken to change the Association's Articles (Constitution) to ensure compliance with the new structure the Board of Directors believes is required to support the successful delivery of the plan and the work of the Association going forward.

TAPA EMEA has now sent a communication to all eligible members containing these new Articles and to confirm that a vote will be taken on these during the TAPA conference in Dublin in October.

If you are unable to attend this meeting, you will still have an opportunity to vote following the conference and a further communication will be issued in relation to this.

TAPA
Transported Asset Protection Association



HOW CAN LOGISTICS PROVIDERS AND MANUFACTURERS MANAGE SUPPLY CHAIN RISKS AND IMPROVE THEIR RESILIENCE?

Alvin Lau, Executive Director, TAPA APAC, reviews the output from the region's recent Supply Chain Resilience Workshop

Global supply chains and transport networks form the backbone of the global economy, fuelling trade, consumption and economic growth. Disruptions to supply chains can prove costly and hence the workshop, *'How can Logistics Providers and Manufacturers manage Supply Chain Risks and improve their resilience?'*, focused on TAPA Asia Pacific's aim to raise awareness of how Supply Chain Risks could be better managed while exploring systemic risks and vulnerabilities to supply chains and transport networks.

The workshop produced suggestions on how to ensure that business and government approaches to building resilience are complementary. To garner more insightful perspectives from different industries, the panellists were selected from various sectors to allow for broader and more active interaction as they considered current issues. They included:

- Jim Fitzsimmons – Director, Asia Pacific, Control Risks
- Ramesh Raj – Regional Manager, Asia Pacific, Pharmaceutical Security Institute
- Junus Kartara – Dy. General Manager at Sankyu (Singapore) Pte. Ltd
- Mark Butcher – Head of Security & Operational Resilience, DHL Global Forwarding (Australia) Pty Ltd
- Tyn van Amelsfoort – Regional Head of Security & Customs, Asia Pacific, Panalpina
- Herdial Singh – Regional Director, Agility Logistics Services Pte Ltd
- Roger Lee – Director, Singapore Institute of Materials Management (SIMM)

- Sangar Kandasamy – Director of Supply Chain & Compliance of Securiforce Sdn Bhd
- Nilo Pomaloy – President, ShieldCoach Security Company
- Paul Rachmadi – Deputy CEO & Managing Partner, SRS Global Reach Private Limited and TAPA Philippines Service Centre
- Tony Lugg (TCE) – Director Asia, Lear Corporation and Chair of TAPA APAC

With over 60 attendees, the workshop provided space to discuss key initiatives from both concept- and application-based perspectives. The workshop highlighted the importance of taking a collaborative approach to understanding the shift of Supply Chain Security towards Supply Chain Resilience, and especially tackling the importance and benefits of regional cooperation in information sharing using TAPA's Incident Information Service (IIS). This is designed to improve the availability and flow of cargo crime intelligence for the Association's members and between industry and Law Enforcement Agencies (LEAs). Its goal is to provide a centralized resource of knowledge related to criminality against freight in transit.

The main outputs from the Workshop were:

- The delegates concluded that supply chains need to react faster to the shift of Supply Chain Security towards Supply Chain Resilience
- TAPA's current and future Security Standards help members to be prepared for unexpected risk events, responding and recovering quickly to potential disruptions to return their Supply Chains to their original situation
- Resiliency is now a key topic in the boardroom as well

- Cyberattacks on supply chains have exposed major gaps, which are not necessarily addressed in current supply chain security standards, or may not be scalable for all stakeholders
- Smuggling of counterfeit goods is costing supply chains billions of dollars every year but could be significantly reduced by using TAPA's relationships with global Law Enforcement Agencies as well as adopting TAPA's systematic approach to managing risk
- TAPA's IIS (Incident Information Service) cargo crime data should be used more for logistical planning to avoid new incidents from occurring and to alert the authorities
- Data sharing can be achieved between collaborative partners under a MOU for the benefit of all stakeholders

TAPA APAC will be hosting future events. For more information, contact info@tapa-apac.org



STEP UP & STAND OUT

TAPA'S LATEST FSR & TSR SECURITY CERTIFICATIONS

In each issue of this newsletter, we publish a list of the TAPA members that have most recently gained TAPA Supply Chain Security Standards certifications.

The following companies and locations were audited by one of TAPA's approved Independent Audit Bodies (IABs) or, in the case of Class 'C' or Level 3 certifications, may have been completed by an in-house TAPA-trained person.



EUROPE, MIDDLE EAST & AFRICA REGION				
FSR	Company Name	Country	City	Class
FSR	DHL Express (Netherlands) B.V.	NL	Maastricht-Airport	A
FSR	DHL Express Saudi Arabia	SA	Dammam	A
FSR	DHL Express Saudi Arabia	SA	Riyadh	A
FSR	DHL International Uganda Limited	UG	Kampala	A
FSR	DHL International UK Ltd (MME)	GB	Stockton-on-Tees	C
FSR	DHL International UK Ltd	GB	Newcastle	C
FSR	DHL International UK Ltd	GB	Tunstall	A
FSR	DPD Nederland B.V.	NL	Oirschot	C
FSR	DPDgroup UK Ltd	GB	Sheffield	A
FSR	DPDgroup UK Ltd	GB	Southampton	A
FSR	DPDgroup UK Ltd	GB	Glasgow	A
FSR	Emirates Group Security - Cargo Mega Terminal	AE	Dubai	A
FSR	Emirates Group Security - DAFZA	AE	Dubai	A
FSR	Emirates Group Security - Dubai Duty Free	AE	Dubai	A
FSR	Emirates Group Security - Dubai Flower Centre	AE	Dubai	A
FSR	Emirates Group Security - Dubai World Central	AE	Dubai	A
FSR	Emirates Group Security - Emirates Sky Cargo	AE	Dubai	A
FSR	Emirates Group Security - Transguard, DAFZ	AE	Dubai	A
FSR	Emirates Group Security - Umm Ramool	AE	Dubai	A
FSR	Kuehne + Nagel GmbH	AT	Hagenbrunn	A
FSR	Lloyds Transport & Warehousing	GB	Tamworth	A
FSR	Nightline Group	IE	Dublin	A
FSR	Polar Special B.V.	NL	Nijmegen	C
TSR	Company Name	Country	Category	
TSR	C.H. Robinson Europe BV	NL	Level 3 / Category Large	
TSR	DHL Global Forwarding (Netherlands) B.V.	NL	Level 1,2,3 / Category Large	
TSR	International Transportbedrijf Jan de Lely B.V.	NL	Level 1,2,3 / Category Medium	
TSR	Rutges Cargo Europe B.V.	NL	Level 1 / Category Medium	
TSR	UC Logistics & Forwarding B.V.	NL	Level 1,2,3 / Category Medium	
TSR	Uithoornse Centrale Transportonderneming (UC Transports) B.V.	NL	Level 1,2,3 / Category Medium	
TSR	Van Swieten Aircargo	NL	Level 1,2,3 / Category Large	



ASIA PACIFIC REGION

FSR	Company Name	Country	City	Class
FSR	DHL Supply Chain (Hong Kong) Limited	Hong Kong	New Territories	A
FSR	Amazon Sellers Services Pvt. Ltd. BOM-1	India	Mumbai	A
FSR	Amazon Sellers Services Pvt. Ltd. DEL 04	India	Haryana	A
FSR	Amazon Sellers Services Pvt. Ltd. Bom-3	India	Mumbai	A
FSR	Zuellig Pharma Limited	China	Hong Kong	A
FSR	Amazon Sellers Services Pvt. Ltd. DEL 05	India	Haryana	A
FSR	Schenker Singapore (Pte) Ltd	Singapore	Singapore	A
FSR	Tasco Berhad (Penang Site)	Malaysia	Penang	A
FSR	Tasco Berhad (KL Site)	Malaysia	Kuala Lumpur	A
FSR	Amazon Sellers Services Pvt. Ltd. (Ahmedabad - AMD1)	India	Ahmedabad	A
FSR	Worldgate Express Services Sdn. Bhd.	Malaysia	KLIA	C
TSR	Company Name	Country	City	Class
TSR	Beijing Harmony Shipping & Forwarding Agent Co., Ltd.	China	Beijing	Level 2
TSR	Bondex Logistics Co., Ltd. Chengdu Branch	China	Chengdu	Level 2

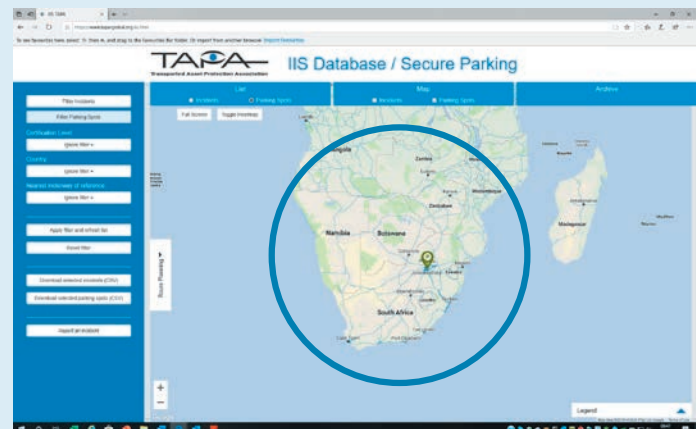
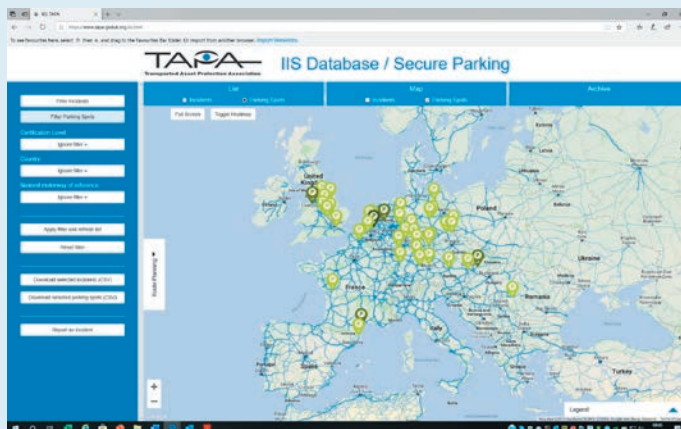


4,900 SECURE PARKING PLACES... READY FOR YOU



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



PARKING PLACES

4 9 0 0

PARKING SITES

5 0

NEW SITES IN PIPELINE

5 5

COUNTRIES

1 0