

# vigilant

THE MONTHLY CARGO CRIME UPDATE FOR THE TAPA EMEA FAMILY

## CONFERENCE SPECIAL EDITION

**Leading Subject Matter Experts get ready to discuss global risks, loss prevention and supply chain resilience challenges in 2022 and beyond**

Bogus Transport Operators –  
Understanding the threat

Is loss prevention still up-to-date?  
The view of marine insurers

Breakthrough Requested –  
Research on vulnerabilities to  
crime in road and logistics in The  
Netherlands

Protecting the conveyance of  
transportable assets in Eastern  
Europe and EMEA

Challenges of vetting

Pitfalls, hints and tips for secure  
intermodal sea container  
transportation

TAPA EMEA status report, new  
intelligence tool, benefits of TAPA  
Security Standards certification,  
and training update

Three high-risk European routes

Technology & Digitisation – the  
future of Port Security

Emerging supply chain risk trends  
for 2022 & how to adapt

Resilience in future global  
supply chains

Air cargo: challenges of the  
pandemic & lessons learned

Driving to a green, safe future:  
the road transport perspective

Oceanfreight: A world of turmoil – The  
impact of Covid on container markets

Supply chain resiliency in a  
post-pandemic world

'Operation Vax' & the security of global  
COVID vaccine distribution

A richly connected world: resilience  
against digital attacks on logistics

Cargo Theft: Petty crime or part of  
organised crime?

TRANSPORTED ASSET PROTECTION ASSOCIATION

# welcome

## SO MANY QUESTIONS ABOUT SUPPLY CHAIN RESILIENCE...



**There are a lot of newcomers to the subject of supply chain resilience but for TAPA EMEA members who have been in this profession for some time, overcoming the challenges of any kind of disruption are just part of the job. Many of us thrive on managing risks and finding solutions.**

The difference right now is the sheer scale and diverse nature of the hurdles we are facing.

There's not just one main issue to focus on. There's a growing list of disruptors that need to be overcome from both resilience and security perspectives, and part of our role as your industry Association is to source and share intelligence and expertise on these

topics to support your in-house teams and resilience programmes. The strength of the TAPA EMEA brand, and the size and quality of our membership, means we can leverage this support from Subject Matter Experts on just about any subject.

Testimony to this is the fantastic group of presenters willing to participate in our TAPA EMEA Virtual Conference from 8-12 November which, as I write this, has over 800 registered participants, the highest-ever number of registered delegates for a TAPA EMEA event. This level of interest can be attributed to both the experts we have onboard and the fact that, right now, there are more questions than we can ever recall linked to the performance of global supply chains.

This issue of *Vigilant* includes profiles of all of our speakers, and the topics they are addressing. We open on Day 1 with updates from IATA Cargo, IRU and Sea-Intelligence to

increase our understanding of the challenges for these prime modes of transportation over the past 18 months, as well as the outlook for the air cargo, road transport and ocean freight industries in 2022 and beyond.

We look at how the supply chain industry has managed the global distribution of Covid vaccines from a security perspective, and focus on global risks, from the threat posed by Organised Crime Groups and fake carriers in Europe to resilience against cyberattacks on the logistics sector. We will discuss resiliency in a post-covid world, look at emerging risks in 2022 and how to adapt to them, and hear the International Union of Marine Insurance (IUMI) view on loss prevention.

We will look closely at cargo security in the Netherlands and Eastern Europe, focus on three particular high-risk transport routes in Europe, and offer advice on secure intermodal sea container transportation, before we close on Day 5 with McKinsey & Company's views on the future of supply chain resilience.

Plus, of course, we have a session dedicated to the latest update from TAPA EMEA, which will include a demo of our new and improved intelligence tool as well as updates on our Standards & Training.

And, don't forget, that every day from 8-12 November 2021 – from 1000-1700hrs CET – you can learn about the latest supply chain security products and services from our TAPA EMEA 2021 *Premier Partners* and our other exhibitors. We thank them all for their support.

No doubt, the questions will keep coming, as will the challenges. But we will all have a lot more ideas and answers by the end of our Virtual Conference.

*'Many of us thrive on managing risks and finding solutions. The difference right now is the sheer scale and diverse nature of the hurdles we are facing.'*



**MARCEL SAARLOOS**  
Chair, TAPA EMEA

# TAPA EMEA WINS OUTSTANDING SECURITY PARTNERSHIP AWARD AS A 'GAME CHANGER FOR SUPPLY CHAIN SECURITY'

The Transported Asset Protection Association's (TAPA) Europe, Middle East & Africa (EMEA) region has won the 'Outstanding Security Partnership' award in the 2021 Benelux Outstanding Security Performance Awards (OSPAs) after the judges acknowledged TAPA EMEA as a 'game changer for supply chain security'.

Commenting on TAPA EMEA's support of its membership over the last year, the judges commented: "TAPA EMEA has helped its Manufacturing and Logistics Service Provider members maintain the resilience of their supply chains throughout the Covid pandemic through the provision of industry security standards, training and loss prevention intelligence.

"In 12 months, the Association's membership in the Europe, Middle East & Africa region is now at its highest level in TAPA's 24-year history, and certifications for its security standards for facilities, trucking and secure parking are up by as much as 7.6%. Training has been delivered to 2,222 participants and new online, Driver and Remote Auditing courses have been launched. The judges felt that the Association provides many benefits for members and continues to be a real game changer for supply chain security."

TAPA EMEA is the region's leading supply chain resilience and security association, with a mission to minimise losses from its members' supply chains by providing a growing portfolio of industry standards, certification, training, intelligence and networking solutions proven to improve supply chain resilience.

Thorsten Neumann, President & CEO of TAPA EMEA, said: "We are very proud to have been



Thorsten Neumann,  
President & CEO of  
TAPA EMEA.

chosen for this prestigious award. Since the start of the pandemic, our members' supply chains have faced unprecedented disruption and this, in turn, has presented significant security challenges. Not only have our members responded in the most professional and accomplished manner, we, too, have pivoted to support their security and resilience requirements.

"The global focus on the resilience of supply chains has also accelerated the growth of our membership with a further 150 companies joining us in the EMEA region in the past year to benefit from the tools and services we offer to enhance their in-house security programmes. So, we proudly accept this award on behalf of the entire TAPA EMEA Family, which thoroughly

deserves this recognition for keeping vital supply chains moving securely and efficiently, especially over the past 18 months. We are delivering and developing new solutions to ensure this continues."

Now in their second year, the OSPAs recognise security companies, people and technology which has made a significant contribution in working towards protecting people, property and assets, based on a rigorous and robust judging process.

The Benelux OSPAs are part of a global awards scheme that serves to acknowledge the credible and infinite contributions that companies, initiatives, teams and individuals make to the security industry and wider community.

*'We proudly accept this award on behalf of the entire TAPA EMEA Family, which thoroughly deserves this recognition for keeping vital supply chains moving securely and efficiently, especially over the past 18 months.'*

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# EU SAFE & SECURE TRUCK PARKING AREAS STANDARD A 'WELCOME ADDITION TO THE DRIVER SAFETY AND CARGO SECURITY TOOLKIT'

**The European Commission's introduction of its EU Safe & Secure Truck Parking Areas (SSTPA) Standard has been welcomed by TAPA EMEA as another important step towards improving driver safety and reducing cargo crime in Europe.**

The lack of secure parking places now represents the biggest threat to the safety and security of drivers, trucks and cargoes in Europe. The EU is now on track to approve the new SSTPA into EU Law through a Delegated Act in the remit of the EU Driving and Rest Time rules, which are part of the Commission's Mobility Package 1.

The move represents 'a welcome addition to the tool kit that targets road transport cargo crime and security,' said Thorsten Neumann, President & CEO of TAPA EMEA.

This new version of the SSTPA will replace the existing voluntary SSTPA scheme which was produced following a comprehensive study into EU parking needs. The availability of EC funding, alongside the new SSTPA, will help the industry to invest in projects that improve conditions for drivers and increase truck parking capacity.

Thorsten Neumann stated: "TAPA EMEA supports the introduction of the EU SSTPA because urgent action is needed to support the resilience of road transport supply chains in Europe, minimise the level of cargo crime,

and, of course, protect the safety of truck drivers. The capacity for secure truck parking will not meet demand for many years but this is a positive step forward. TAPA EMEA estimates the industry has a shortfall of over 2,000 secure truck stops and over 400,000 parking bays in Europe.

"The EU Standard shares the objectives of TAPA EMEA's Parking Security Requirements (PSR) in promoting and facilitating the growth and use of classified secure truck parking. We, therefore, will actively support the adoption of either of the Standards. There are similarities in requirements between the two Standards, but there are differences in approach. So, it's not a case of which Standard is best, but more a decision for each operator on which one best suits their needs. The overwhelming priority – at a time when we are seeing severe driver shortages across Europe – is to deliver a safer and more secure operating environment for drivers, trucks and cargoes. On this, we all agree."

As a leading supply chain resilience and security Association representing Manufacturers, Logistics Service Providers and all supply chain security stakeholders, TAPA EMEA has played an active role in supporting the Commission's SSTPA Standard. However, the Association – which has been helping to protect its members' supply chains for over 24 years – has also recognised that businesses are cautious because the EU LABEL project, the predecessor to SSTPA, failed to attract many parking sites and certifications were not maintained."

TAPA EMEA's PSR Standard was created three years ago based on the Association's knowledge of the business reality facing supply chains as well as its understanding of what customers of secure parking places will accept. "We support all initiatives, Standards and regulatory requirements which promote the safety and security of people, goods, equipment and services in the global supply chain as long as they are affordable, easy-to-adopt, fit-for-purpose and sustainable. We will progress faster if we all work together," Thorsten Neumann added.

Whilst recognising the long journey ahead, TAPA EMEA says its PSR continues to see strong growth and interest from Parking Place Operators and customers of secure truck parking places. The TAPA EMEA secure parking database currently includes over 75 parking sites in 14 countries in the EMEA region, offering over 7,000 parking bays.

TAPA EMEA members remain deeply concerned by the lack of secure and affordable truck parking locations in the region. Theft from Vehicle attacks on trucks – and, often, drivers – continue to represent the highest percentage (>60%) of cargo crime incidents reported to TAPA EMEA's Incident Information Service (IIS).

**To find out more about the EU SSTPA Standard and TAPA EMEA PSR Standard, go to:**

EU SSTPA: **Home** ([eu-parking.com](http://eu-parking.com))

TAPA EMEA PSR: **PSR** | **Tapa** ([tapaemea.org](http://tapaemea.org))

# BUILDING THE TAPA BRAND WITH EMEA REGION STAKEHOLDERS

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



## WHAT AN AMAZING SPEAKER LINE-UP

It's not surprising to see our Virtual Conference has attracted more delegate registrations than any other event in TAPA EMEA's history.

Covid has robbed us of two face-to-face conferences in 2020 and 2021 so, more than ever, there is a thirst among our members – and the wider supply chain industry we have invited to join us – for networking and expert insight into the many challenges companies must manage to maintain the resilience of their supply chains.



The size of our audience is also down to the quality of the speakers we have, once again, been able to attract. We are in for a fascinating week of presentations.

My personal thanks go to our speakers from IATA Cargo, IRU, Sea-Intelligence, Everstream Analytics, Healthcare Distribution Alliance, Europol, Lemonshark, Cyber Seals, Fake Carrier Intelligence Group, IUUMI, Bervoets Research Agency, Pinkerton Consulting & Investigation, G4S Telematix, Risk Intelligence, BSI, McKinsey & Company and Port of Rotterdam (invited).

**We can't wait to hear what you have to say.**

## INVEST TIME WITH OUR EXHIBITORS

At our face-to-face conferences, our exhibition halls are always alive with activity as our delegates take the opportunity to talk with our exhibitors about the latest solutions they're able to offer to improve supply chain security.

For our first Virtual Conference we have the same level of exhibitor support as we attract for our F2F events. Obviously, our exhibitors want to reach the unique audience TAPA EMEA offers. At the same time, their support helps us to continue to provide bigger and better events, and more benefits to everyone involved. So, I ask you, during the week of 8-12 November 2021, to invest some time with the supply chain Security Service Providers waiting to speak with you.

Our Virtual Exhibition is open each day from 1000hrs to 1700hrs. You can live chat with

our exhibitors' representatives at any time and when you visit their stands, you'll find company information, brochure material and video content, plus the opportunity to request meetings.

After our main conference ends at 1400hrs on the Tuesday, Wednesday and Thursday of our event week, we are also allocating an additional hour to give our TAPA EMEA 2021 *Premier Partners* and our Exhibitors the opportunity to make short presentations about their companies and the products and services they offer. If you want to understand more about the very latest solutions in the market, please add this time into your calendar.



## MEET OUR EVENT HOST

It's my pleasure to introduce you to Sam Pauly.

Sam will become a familiar face to our conference delegates as she will be hosting our event in November. Having worked as a BBC radio newsreader and then producer, Sam will use all her experience to put our speakers at ease as she introduces each session and leads our Q&A sessions.

During her career, Sam's work has included presenting coverage of virtual and in-person conferences, reporting and producing corporate films, moderating webinars and producing and hosting podcasts.

She will be travelling from her home in the French Alps to join us in our studio in Germany and we are delighted to have her as part of our conference team.





# TAKE A BOW TAPA EMEA

Congratulations to you for helping TAPA EMEA win the 'Outstanding Security Partnership' award in the 2021 Benelux Outstanding Security Performance Awards (OSPAs). It is obviously a great feeling to hear the judges acknowledge TAPA EMEA as a 'game changer for supply chain security,' and this is simply down to the support of our members. As a leadership team, our role is to continue to provide more support and solutions to underpin your supply chain resilience programmes – but our success is based on the fact that our members are onboard with every initiative and take advantage of what our Association has to offer, whether this be intelligence, standards, training or networking. Long may this continue.



## TIME TO THANK OUR TEAM

Our professional team has been changing and growing over the last 12 months, so we recently took the opportunity to bring our Europe-based team together in the Netherlands to thank them for their support, to take part in a little teambuilding fun, and to progress some of the projects we are working on, including our virtual conference and new intelligence tool. Having this opportunity to bring everyone together in one place was also a reminder of the strong commitment everyone has to the continued growth and development of TAPA EMEA. 2021 has been a strong year for us and I am confident we have the team in place to deliver even more for our members in 2022.

## WHO HAVE YOU INVITED?

Our Virtual Conference is free to all supply chain resilience stakeholders. So, why don't you issue some invitations? Share the registration link with your LinkedIn, Twitter or Facebook groups. Invite your colleagues. Share it with your partners and suppliers. Ask your customers to join us.



### Here's a few facts you can share:

**Date of event:** 8-12 November 2021

**Conference hours:** Daily 1100-1400hrs CET

**Exhibition hours:** Daily 1000-1700hrs CET

**Cost:** This event is free of charge to TAPA EMEA members, non-members and all supply chain resilience stakeholders

**Agenda:** See our full 5-day agenda by clicking the link below

**How to register** – simply click this [link](#)

## WELL DONE, DUTCH POLICE

I applaud the Netherlands Police (Politie) for contributing €1.2 million to the INTERPOL Capabilities for Operational Relevance (I-CORE) programme. The contribution will go to I-CORE's Smart Case Messaging, a web-based platform that applies artificial intelligence to help make police information exchange more effective. With INTERPOL's member countries exchanging more than 28 million free-text messages every year via its secure global communication system, I-24/7, Smart Case Messaging is a key component of the organisation's drive to ensure police data can be accessed faster, smarter, everywhere.

This is important because, time and again, we hear about barriers to cooperation between international police services and how this can interrupt cross-border investigations. We know a high percentage of major cargo crime is perpetrated by Organised Crime Groups operating in different territories, so anything which makes it easier for national LEAs to work together is great news for all security stakeholders. The Dutch Police have always been extremely proactive in understanding and supporting TAPA EMEA's work, so it's no surprise to see them responding so positively to INTERPOL's request for funding. A great example to LEAs across the globe.



# ***THE FUTURE IS NOW ... BUT ONLY IF YOU'VE REGISTERED***

**If supply chain resilience is important to you ...**

**register now** and make a date to watch and listen to all the Subject Matter Experts who'll be sharing their knowledge and expertise with our biggest-ever TAPA EMEA conference audience. Don't miss out. There's a whole world of insight, intelligence and networking opportunities waiting for you.

# ***THE FUTURE STARTS....*** ***8-12 NOVEMBER 2021***

## **SPEAKERS**

IATA Cargo • IRU • Sea-Intelligence • Everstream Analytics •  
Healthcare Distribution Alliance • Europol • Lemonshark •  
Cyber Seals • Fake Carrier Intelligence Group • IUMI •  
Bervoets Research Agency • Pinkerton Consulting & Investigation •  
G4S Telematix • Risk Intelligence • BSI • McKinsey & Company •  
Port of Rotterdam (invited)

## **EXHIBITORS**

AirCargo Transport • Autida • Axis Communications •  
Bosch Service Solutions • G4S Telematix • Genetec •  
Hammer Advanced Logistics • Multiprotexion • Risk Intelligence •  
SBS • SNAP Account • TAPA EMEA •  
The Cargo Security Company • Truck Watch • ZF

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***TAPA EMEA – POWERING RESILIENT SUPPLY CHAINS***



# GLOBAL SUPPLY CHAIN RESILIENCE ...

## BUILDING BACK OR AT BREAKING POINT?

### It seems the entire world is talking about supply chain resilience.

From the President of the United States and Director-General of the World Trade Organization (WTO) to the CEOs of global brands, union leaders, port workers and truck drivers, the common themes are largely two-fold; continued disruption and the need for change.

All over the world, national and business media schedules and pages are devoting vast amounts of airtime and column inches to the pressure facing global supply chains, the reliance of national economies, companies and consumers on the cross-border flows of goods and materials, and how we've come to find ourselves in this situation in the first place.

It's easy to place all the blame at the door of Covid, and it's certainly the biggest overall contributor to the current supply chain woes.

But, not far behind, is the growing realisation of the consequences of a lack of investment in key infrastructure, more than a little complacency over the sustainability of supply, and the constant pressure to get more, and do more, for less.

You cannot, for example, wave the Covid pandemic flag as the cause of driver shortages and, if you were to try to do so, the pandemic in question would more realistically be SARS in 2003, given that the drivers shortages of today date back a good 10, 15 or more years, according to some industry observers.

### It's about to get worse

If you rely on supply chains – and, frankly, who doesn't? – the media headlines are more concerning today than at any time in most of our careers. 'Supply chain chaos is already hitting global growth. And it's about to get worse,' headlined *CNBC*. More optimistically,

the WTO's Director-General Ngozi Okonjo-Iweala forecast the present disruption could last 'several months.' Those on the frontlines of supply chains might easily interpret 'several' as 'at least 12 and possible 24 months,' based on no further deterioration from where we are today.

With so much international focus, including at the very highest levels of governments, improvements may come faster than they would otherwise. More and more governments are listening to industry experts and, more importantly, basing decisions on their recommendations. But, there's no quick fix.

Media reports are seeing the broader picture, talking of everything from the impact of Covid infections on port closures, floods, shipping container shortages, China's energy challenge and subsequent factory closures as well as energy shortages in Europe, lower airfreight capacity due to the slow return of passenger



travel, and low wages and poor working conditions for key workers such as drivers and port employees.

There's a big push for action. President Biden announced the Ports of Los Angeles and Long Beach – which handle 40% of containers carrying imports into the US – will open 24/7 to process more goods and take advantage of quieter night-time highways for freight transportation. It's a good start but only one small step. As one industry executive put it: "When Kennedy said we're going to the moon, he galvanised a generation. The problem is supply chains are not as sexy as the moon."

### A big price to pay

Maybe true but supply chain disruptions are now hitting two of the biggest powerhouses of modern day society; shareholders and consumers. So, doing nothing is not an option, but there will be a big price to pay and it's



likely to be consumers which suffer most. As one report stated: 'It now costs as much as \$25,000 to import a 40-foot container from Asia, up from less than \$2,000 two years ago.' Where do you think that bill is going to end up!

The situation in terms of freight capacity, however, is not so much about soaring demand but more to do with lower available capacity. And, the panic in the marketplace is only exacerbating the pressure. Speaking to *CNBC*, one CEO explained how retailers and manufacturers are overordering or placing orders too early because of fears over the supply chain crisis, making a bad situation even worse.

And, it's a situation bearing down on European business leaders. According to the European Central Bank, in Germany – where one in four jobs depend on exports – the pressure on supply chains is weighing heavily on the economy. In August alone, more than 40% of



German companies said they had lost sales because of supply problems – and the same will almost certainly be true for businesses across the continent.

### What's in store for 2022?

So, what is the 'state of the union' for supply chain resilience, how are different modes of transport coping, what are the risks to supply chain security, and what's the outlook for 2022 and beyond?

From 8-12 November 2021, these, and a whole raft of other issues, will be discussed by leading Subject Matter Experts addressing delegates at TAPA EMEA's Virtual Conference, Exhibition & Networking Event. Can you afford to miss it?

Time is running out to register for an event which is free of charge to all supply chain resilience stakeholders.

[CLICK TO REGISTER](#)

THE FUTURE  
STARTS  
NOW...

DAY 1

NOVEMBER 8, 2021



## TOPICS & SPEAKER PROFILES

### SESSION 1:



#### AIR CARGO: CHALLENGES OF THE PANDEMIC & LESSONS LEARNED

**Speaker:**  
**Brendan Sullivan, Global Head of Cargo, IATA**

This presentation provides an insight and update on the world of air cargo and its vital role in the resilience of global supply chains; how it has kept supply chains moving throughout the pandemic, the impact of the virus on the aviation sector and what lies ahead for the industry and its customers in 2022 and beyond.

#### SPEAKER PROFILE

Brendan has worked in air cargo for 20 years, including spending 14 years at IATA, the International Air Transport Association. Since January, he has been acting Global Head of Cargo alongside his role as Head of Cargo Operations and E-Commerce.

Passionate about diversity and innovation, Brendan is also the co-developer of the IATA Future Air Cargo Executive (FACE) programme, designed to attract, develop and retain talent in the air cargo industry. He began his cargo career with Air Canada in 2000.

### SESSION 2:



#### DRIVING TO A GREEN, SAFE FUTURE: THE ROAD TRANSPORT PERSPECTIVE

**Speaker:**  
**Raluca Marian, Director EU Advocacy & General Delegate of the Permanent Delegation to the EU, International Road Transport Union (IRU)**

Raluca will discuss the lessons learned by road transport from the Covid pandemic, and the outlook, opportunities and challenges for the sector in 2022 and beyond. This will address key topics for the industry, ranging from social aspects, such as driver shortages, to decarbonisation

of road transport. Raluca will also present IRU's initiatives and activities relating to driver safety and security.

IRU is the voice of more than 3.5 million companies operating mobility and logistics services in over 100 countries.

#### SPEAKER PROFILE

Raluca leads the IRU's Brussels-based team in charge of advocacy for the entire commercial transport by road, including mobility of people and goods. This includes all road freight transport and logistics matters as well as their multi-modal connectivity and drive to digitalisation.

## SESSION 3:



### OCEANFREIGHT - A WORLD OF TURMOIL: THE IMPACT OF COVID ON CONTAINER MARKETS

#### Speaker:

Alan Murphy, CEO, Sea-Intelligence



By almost every conceivable metric, container shipping is in completely uncharted territory: Record US demand, record congestion levels, record high

freight rates, record delays, record number of blank sailings, record low reliability, record capacity supply, record carrier profits, record low idle fleet, and record long transit times. In this presentation, Alan examines the underlying drivers of the current global container shipping crisis, delving into how we can have both record demand and absolutely no global demand boom at the same time. He will chart out what a route back to "normalcy" looks like, and discuss exactly what aspects are likely never going to return to the pre-pandemic "normal".

#### SPEAKER PROFILE

Alan Murphy has 17 years of experience in container shipping research and analysis, providing insight and intelligence to a broad range of stakeholders in the logistics community. He founded Sea-Intelligence with industry legend Lars Jensen in 2011 to provide truly exceptional and insightful liner shipping analysis. Alan was previously Senior Analyst of Maersk Line's Intelligence & Analysis section, at that time the industry's largest customer of industry analysis, research and market data.

## SESSION 4:



### SUPPLY CHAIN RESILIENCY IN A POST-PANDEMIC WORLD

#### Speaker:

Mirko Woitzik, Senior Manager EMEA, Intelligence Solutions at Everstream Analytics

Supply chains have been upended by unprecedented disruptions over the past 21 months. Major disruptions, often exacerbated by the pandemic, have spurred an industry-wide awakening that has business leaders eager to create more agile and resilient operations that can withstand future shocks.

Just in 2021 alone, the Suez Canal blockage caused global product shortages on numerous critical goods, while the February freeze in Texas triggered mass blackouts that led to

chemical plant shutdowns, causing a shortage of raw materials needed for products such as medical face shields and smartphones. And, Covid outbreaks continue to impede manufacturing worldwide.

In this presentation, Everstream will cover:

- the trends shaping the future of supply chain resiliency in a post-pandemic world;
- lessons learnt from recent disruptions, including cargo capacity constraints and manufacturing halts;
- best practices on how industry-leading organisations are managing the transition to a post-pandemic world, building resilient supply chains, and creating competitive advantages.

#### SPEAKER PROFILE

Mirko Woitzik is the global deputy head of Everstream Analytics' Intelligence Solutions Team, where he manages a team of analysts responsible for providing around-the-clock supply chain risk monitoring and analytics for the EMEA region. He is fluent in five languages, including Chinese and French, and has gained supply chain risk expertise especially with automotive and pharmaceutical customers over the past five years. He holds a Master's degree in International Relations from the College of Europe with a scholarship from the German government.



THE FUTURE  
STARTS  
NOW...

DAY 2

NOVEMBER 9, 2021



## TOPICS & SPEAKER PROFILES

### SESSION 1:



#### 'OPERATION VAX' & THE SECURITY OF GLOBAL COVID VACCINE DISTRIBUTION

**Speaker:**

**Chuck Forsaith, Vice President,  
Healthcare Distribution Alliance**

One of the highest profile commodities to move through the global supply

chain in recent memory, the anticipated distribution of COVID vaccines presented the pharmaceutical industry with several unique supply chain security challenges. The breath of the global distribution itself, combined with the expeditious nature surrounding how the vaccines would need to be distributed - and the unusually unique handling characteristics (cold chain) - challenged even some of the very best, established, supply chain security programmes.

The industry and those that support it (business partners, vendors and linked associations) responded in a truly unified fashion which, to date, has resulted in "0" large scale losses or diversions. This presentation will highlight one of the programmes that assisted in that effort - the Pharmaceutical Cargo Security Coalition's (PCSC)'s 'Operation Vax'.

#### SPEAKER PROFILE

Chuck Forsaith joined the Healthcare Distribution Alliance in November

of 2017, after 16 years working for a pharmaceutical manufacturer and 21 years of service as both a New Hampshire municipal and State Police officer. He now serves as a Vice President within the HDA.

His responsibilities with the HDA's Pharmaceutical Cargo Security Coalition include managing all facets of the industry trade association - which has over 2,000 individual members. The PCSC, which represents a wide variety of disciplines, monitors the security of pharmaceutical goods, in both transit and storage, all over the world.

He has lectured domestically and internationally in the disciplines of Pharmaceutical Supply Chain and Site Security for such organisations as the Federal Bureau of Investigation, the Food & Drug Administration, the Drug Enforcement Administration, the United States Department of Justice, United States Customs and the Department of Homeland Security.

## SESSION 2:



### A richly connected world: resilience against digital attacks on logistics

#### Speakers:

**Erik Heskes (above) of cyber security consultancy Lemonshark, and Alwin Peppels of Cyber Seals**

This presentation will review multiple case studies of cyber intrusions into transport companies, and dive into strategies that might have prevented them. Our speakers will show what a spear phishing attack with ransomware looks like in practice, and what tools might be used to defend against them.

#### SPEAKER PROFILES

Alwin Peppels is Senior Security Engineer at Cyber Seals B.V., a digital security firm which aims to create awareness by demonstrating practical attacks, and to guide developers in creating robust mitigations. He is a technology enthusiast and penetration tester for governmental and financial organisations, with an interest in access control systems, RF, and Machine Learning.

Erik Heskes is Senior Cyber Security Consultant at cyber security consultancy Lemonshark, handling security topics including SIEM/SOC, Purple teaming, pentesting and compliance, mostly within financial institutions.



## SESSION 3:

### CARGO THEFT: PETTY CRIME OR PART OF ORGANISED CRIME?



#### Speaker: Michael Will, Senior Specialist, Europol

A leading law enforcement expert, Michael will share Europol's perspective on both Organised Property Crime and Cargo Theft.

He will discuss hotspots for criminal activity and the criminal networks involved in these attacks, including M.O. used and the fencing chain for stolen goods. He will also provide an update on how EU law enforcement agencies are working to tackle this phenomenon.

#### SPEAKER PROFILE

Michael joined Berlin CID in 1985 and was on duty when the Berlin Wall fell. After the internal German border was abolished, he was tasked with building up a special fugitive active search team to track down fugitives worldwide. After more than 15 years, he was assigned as head of the Motor Vehicle Crime unit and joined Europol in 2013, where he leads the Organised Property Crime (OPC) team.

He has more than 30 years' experience of working on international or cross-border organised crime investigations, making best use of law enforcement and public-private networks.



## SESSION 4:

### BOGUS TRANSPORT OPERATORS – UNDERSTANDING THE THREAT



#### Speaker: Andy Griffiths, Lead of the TAPA EMEA Fake Carrier Intelligence Group

Compounded by EU driver shortages and reductions in available truck capacity, the threat to supply chains posed by fraudulent transport companies has never been greater. This session examines the impact of bogus transport operators in the EMEA region and the methodology behind these crimes. It will also discuss the challenges faced by investigators, the importance of effective carrier due diligence checks, and taking a collaborative approach to fake carrier investigations.

To highlight this important topic, like-minded industry peers have come together to create the Fake Carrier Intelligence Group. Supported by TAPA EMEA, this special interest group enjoys a growing membership of transport partners, manufacturers, insurers, representatives from law enforcement and other partner agencies. The presentation will outline the group's aims, objectives and benefits of membership.

#### SPEAKER PROFILE

Andy Griffiths is the Security Manager for Europe at Mondelez International, the multinational confectionary, beverage and snack food company, and lead representative of the recently-created TAPA EMEA Fake Carrier Intelligence Working Group. He is an experienced security manager, with over 30 years' experience within UK law enforcement, transportation and supply chain logistics.

THE FUTURE  
STARTS  
NOW...

DAY 3

NOVEMBER 10, 2021



## TOPICS & SPEAKER PROFILES

### SESSION 1:



#### IS LOSS PREVENTION STILL UP TO DATE? THE VIEW OF MARINE INSURERS

**Speaker:**

**Pascal Dubois, Loss Prevention Committee Chairman, International Union of Marine Insurance (IUMI)**

Pascal will discuss the view of marine insurers and look at the impact on

insurers and the insured as well as the regulatory environment, including how marine insurers have to include parameters such as Environmental, Social & Governance (ESG) and digitalization for the benefit of all parties. He will ask if the very traditional concept of loss prevention is still valid in a changing world?

IUMI is a professional body run by and for its members and represents national and international marine insurers. It has earned a unique status in the world of marine and transport insurance.

#### SPEAKER PROFILE

Pascal Dubois is CEO of CESAM (Study and Service Committee for Marine Insurance) in Paris and has 31 years' experience in the marine insurance

industry. As well as his role as Loss Prevention Committee Chairman for the International Union of Marine Insurance (IUMI), Pascal has also served as Chair of the French Cargo Committee for several years.

He graduated from an International Business School in Paris and has a Master's degree in Law and Economy of Transportation from the University Paris I – Panthéon/Sorbonne. He was previously Marine Manager for companies such as Helvetia, La Neuchâteloise, Winterthur, MMA Covea and Swiss Re Corporate Solutions.

Pascal Dubois has been a member of the IUMI Facts and Figures Committee for 2 years before joining the Loss Prevention Committee in 2015, becoming Chair in 2018.

## SESSION 2:

### BREAKTHROUGH REQUESTED – RESEARCH ON VULNERABILITIES TO CRIME IN ROAD AND LOGISTICS IN THE NETHERLANDS



**Speaker:**  
**Dr. Eric Bervoets,**  
**Criminologist,**  
**Bervoets Research**  
**Agency**

The Netherlands is a 'logistics turntable of Europe' with the Ports of Rotterdam, Amsterdam and Amsterdam Schiphol Airport. From empirical research and criminal cases, we know that The Netherlands is also unintentionally interesting for international illicit drug trafficking, which prompted the Dutch Ministry of Justice to produce a study on vulnerability to crime in the transport sector, especially freight transport by road.

**The project had three goals and a focus on The Netherlands:**

1. Provide insight into vulnerabilities
2. Make recommendations to make the transport world resilient and agile towards crime and criminal networks
3. Give recommendations on Public Private Partnerships to reach the goals formulated with point 2.

As one of the authors of the resulting 'Breakthrough Requested' report, Dr. Eric Bervoets will address the key findings and main conclusions of this study, and will elaborate on the question 'What can be done by public and private actors?'

#### SPEAKER PROFILE

Dr. Eric Bervoets is a Dutch criminologist with his own research agency since 2009. He frequently works with Dutch universities and the Netherlands Defence Academy. Until 2007, he worked at the Dutch Police Academy and lectured criminology at the Dutch Study Center of Justice (SSR). He publishes frequently on policing, criminal networks and the drug economy. His projects are known for a focus on applied social research.

## SESSION 3:

### PROTECTING THE CONVEYANCE OF TRANSPORTABLE ASSETS IN EASTERN EUROPE AND EMEA



**Speaker:** Mike, Pyszczyuka, Pinkerton Dedicated Professional, Pinkerton Consulting & Investigation

Mike will share his experience of working in Eastern Europe and EMEA, discussing general threats and risks to the safe and reliable conveyance of commerce, and providing a snapshot of recent cargo theft intelligence and previous case experiences. He will offer some supply chain best practices, including from both personal and legal perspectives.

#### SPEAKER PROFILE

Mike is an innovative and experienced former member of the US Government's Senior Executive Service, with over 25 years of experience as an FBI Special Agent, including 15 years of experience supervising investigations in foreign counterintelligence, Russian organised crime, international terrorism, general criminal investigations, and crisis management.

## SESSION 4:

### CHALLENGES OF VETTING

**Speaker:** Gilad Solnik, Director Security & Loss Prevention EMEA, Amazon



Gilad, who is also a member of the TAPA EMEA Advisory Board, will present 'Challenges of vetting,' reviewing the various challenges organisations are facing in relation to conducting effective vetting processes for new employees or contractors – a significant industry-wide issue for all supply chain resilience professionals in light of increased risks of serious and organised crime, and the need to balance security regulatory compliance requirements with the increased focus on privacy and data protection.

## SESSION 5:

### PITFALLS, HINTS AND TIPS FOR SECURE INTERMODAL SEA CONTAINER TRANSPORTATION

**Speakers:** Pana Laimos (left), Vice Chairman, and Michalis Chronopoulos, Head of Security Risk Management, G4S Telematix



Delegates will learn about intermodal sea container security risks as well as available solutions used as mitigation measures. An analysis of the operational requirements will reveal the most common challenges companies face daily and how these could be approached by tracking hardware and software suppliers. Tips and pitfalls will be presented, illustrating how security experts apply risk-based approach methodology to evaluate and approve technology to sector specific needs.

The presentation aims to help the TAPA EMEA Virtual Conference audience understand how a company with High Value Theft Targeted (HVTT) goods can use technology and cross-border monitoring services to prevent losses in the intermodal supply chain.

#### SPEAKER PROFILES

Pana Laimos is Vice Chairman and Executive Member of the BoD of G4S Telematix, managing several activities for G4S in Central & Southern Europe, the Middle East and North Africa, such as Cash Security, Supply Chain Security and Environmental Projects, Michalis Chronopoulos is Head of Security Risk Management in G4S Telematix, managing the cross border response network of G4S in Europe, and the advisory services mainly focused on supply chain security and R&D projects in Europe.



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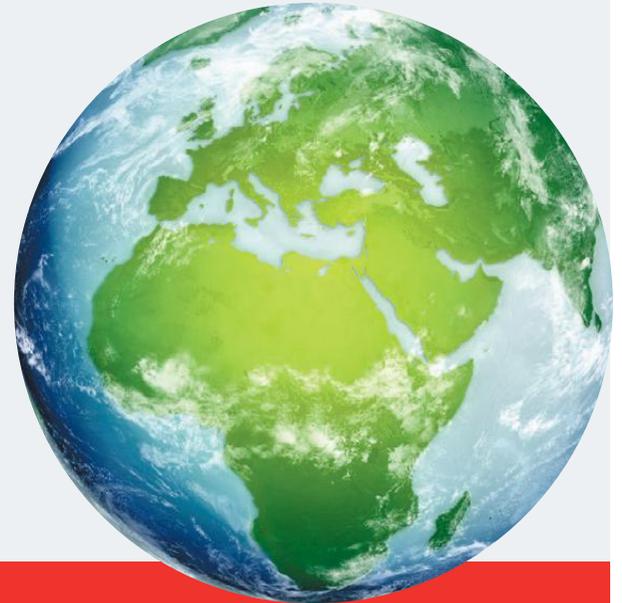
THE FUTURE  
STARTS  
NOW...

DAY 4

NOVEMBER 11, 2021

Day 4 provides an opportunity to get up-to-date with the work of TAPA EMEA and the support available to members in the Europe, Middle East & Africa region.

Members of the region's leadership team will look at the development of TAPA EMEA over the last two years, discuss the benefits of TAPA Security Standards certification, the Association's growing training course programme, and demonstrate the new intelligence tool to support members' supply chain resilience programmes in the region.



## TAPA EMEA UPDATE



Thorsten Neumann



Mark Gruentjes



Steve McHugh



Markus Prinz



Marcel Saarloos



Ap Boom

### SESSIONS:

- **EMEA Status Report**  
Thorsten Neumann, President & CEO, TAPA EMEA
- **Introducing TAPA EMEA's new intelligence tool**  
Thorsten Neumann, President & CEO, TAPA EMEA
- **Benefits of TAPA Security Standards Certification – FSR, TSR & PSR updates**  
Mark Gruentjes, Standards Lead & Steve McHugh, Executive Director Standards, TAPA EMEA
- **TAPA EMEA Training update**  
Markus Prinz, Senior Manager, Trainings & Standards

### TAPA EMEA Q&A PANEL INCLUDING:

- **Thorsten Neumann, President & CEO**
- **Marcel Saarloos, Chair**
- **Ap Boom, Chief Financial & Compliance Officer**
- **Mark Gruentjes, Standards Lead**
- **Steve McHugh, Executive Director Standards**
- **Markus Prinz, Senior Manager, Trainings & Standards**

You can email your questions to us at  
[info@tapaemea.org](mailto:info@tapaemea.org)

THE FUTURE  
STARTS  
NOW...

DAY 5

NOVEMBER 12, 2021



## TOPICS & SPEAKER PROFILES

### SESSION 1:



#### THREE HIGH-RISK EUROPEAN ROUTES

##### Speakers:

**Steve Bacot, LandRisk Manager and  
Kristian Bischof, Europe & Russia  
Analyst, Risk Intelligence**

This presentation looks at three high-risk European transportation routes and discusses how to find secure alternatives, covering:

- Three European logistics lanes that are being impacted by cargo thefts right now

- Context, statistics over 6 months, and possible outlooks
- Zooming in on one route, and showing how logisticians can assess the possible alternatives using Lane Threat Assessment
- Principles of assessments, what to look for, how to weigh commercial choices against risks and more

#### SPEAKER PROFILES

Steve is the LandRisk Manager at Risk Intelligence and has led the development work of LandRisk Logistics. He previously served in the UK Parachute Regiment and has 15 years' experience in international security, including support for governmental reconstruction programmes, commercial oil and gas projects and NGO humanitarian operations in Iraq, Afghanistan and

Libya. With a strong operational background in hostile and post-conflict environments, Steve has focused on policy development, risk and incident management, and compliance to industry and international standards. Steve is an ASIS Certified Protection Professional (CPP) and Physical Security Professional (PSP).

Kristian is Risk Intelligence's Europe and Russia analyst, as well as having a focus on emerging technological threats like cyber and electronic warfare. Kristian has previously served in the Danish Army and worked with analysis and physical security in international NGOs and emergency response organisations. Additionally, he has been a part of the Danish Atlantic Treaty Association, a Copenhagen based think-tank researching issues on international security.

## SESSION 2:



### TECHNOLOGY & DIGITISATION – THE FUTURE OF PORT SECURITY

**Speaker invited:** Erwin Rademaker,  
Program Manager, Port of Rotterdam

As one of the leading ports in the world, with the ambition to be the smartest port, Rotterdam is taking the lead in the digital transformation of port and logistics. The Port of Rotterdam Authority and market players are experimenting with taking the operation of the port to an even higher level through digitisation. Part of this experiment is the development of Container 42. The container is equipped with sensors and communication technology, and it will travel around the world for two years to collect data that had until now been invisible. Vibrations, pitch, position, noise, air pollution, humidity and temperature are among the things that will be recorded.

Digitisation contributes to the ambition to make autonomous sailing possible within the port of Rotterdam by 2030. Container 42 symbolises (semi) autonomous ships that, in the near future, need all kinds of new, hyper-secure and accurate information in order to perform their (semi) autonomous tasks in a safe and reliable manner. Standardisation also plays a crucial role. By using global, open standards, it is easy for all links in the chain to connect and therefore make maximum use of the real-time data available.

TAPA EMEA has invited Erwin Rademaker to provide an update on the Container 42 project and how it will also support supply chain security for goods shipped through the Port of Rotterdam.

## SESSION 3:

### EMERGING SUPPLY CHAIN RISK TRENDS FOR 2022 & HOW TO ADAPT



**Speaker:** Jim Yarbrough, Global Intelligence Director, BSI

A review of five key topics and emerging trends from BSI's new global intelligence annual report, with specific emphasis on the convergence of security, sustainability, and business continuity supply chain challenges. Areas of discussion will include:

- Against a backdrop of irreversible climate change and economic uncertainty, what do we really need to know about our suppliers?
- As regulatory regimes evolve, how do we ensure we make the supply chain decisions that can shape business success and a cleaner, greener planet?
- How do we best address the key geographic and sector pain points in a changed and changing world?
- How do we adapt to the current convergence of multiple business challenges?
- What are the key emerging trends for 2022 and beyond and how do we unlock the potential they offer?

#### SPEAKER PROFILE

Jim Yarbrough leads BSI's team of supply chain intelligence analysts and assesses the potential threat of criminal activity, human rights violations, and business continuity disruption to global supply chains. He also provides information and analysis about the threat to international cargo to governments around the world and to a number of Fortune 500 companies. He also developed a unique study on acts of terrorism that specifically target supply chain infrastructure, personnel, and modes of transportation. He previously served as a Research Associate with the Center for International Trade & Security at the University of Georgia.

## SESSION 4:



### RESILIENCE IN FUTURE GLOBAL SUPPLY CHAINS

**Speaker:** Adrian Viellechner, Operations Consultant,  
McKinsey & Company

Today, we face an increasing supply chain risk from more frequently occurring shocks and more vulnerability, causing significant economic damage. Building resilience in global supply chains is key to decrease supply chain risk, resulting in lower cost, reduced lead times, and unlocked cash-flow. What does this mean for the future?

#### SPEAKER PROFILE

Adrian Viellechner is a Supply Chain Specialist in the McKinsey & Company Ops Practice based in Munich. He joined the Firm in June 2016. His functional specialty is Operations, focusing on supply chain management. After graduating from the Operations Excellence Program, he started a PhD in supply chain management, focusing on predictive analytics at the WHU – Otto Beisheim School of Management. He previously worked for BMW Group in Munich developing analytical tools within the procurement department to contribute to the commodity supply chain strategy of BMW to standardise sourcing across all BMW commodities. Before this, Adrian held a supply chain risk management role with Bosch Security Systems in Germany.

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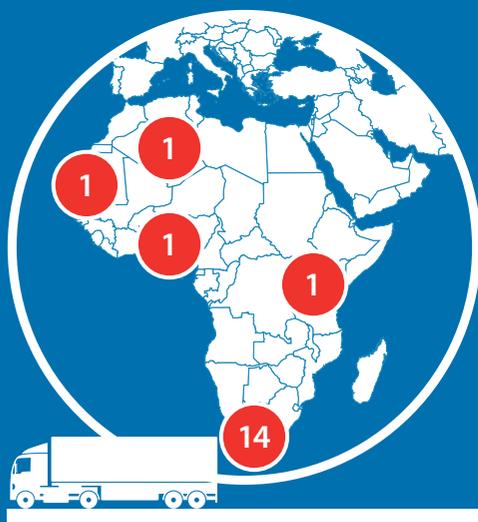
EUROPE, MIDDLE EAST &amp; AFRICA REGION

# CARGO CRIME MONITOR

## CARGO THEFT BY COUNTRY

AUGUST 2021

▶ UK	27 (21.3%)
▶ Netherlands	25 (19.7%)
▶ Spain	21 (16.5%)
▶ France	18 (14.1%)
▶ South Africa	14 (11%)
▶ Germany	7 (5.5%)
▶ Italy	5 (3.9%)
▶ Norway	1 (0.8%)
▶ Namibia	1 (0.8%)
▶ Lithuania	1 (0.8%)
▶ Kenya	1 (0.8%)
▶ Poland	1 (0.8%)
▶ Ireland	1 (0.8%)
▶ Algeria	1 (0.8%)
▶ Austria	1 (0.8%)
▶ Belgium	1 (0.8%)
▶ Benin	1 (0.8%)



## €399,279

Average loss for the 6 recorded cargo thefts with a value of €100,000 or more reported to TAPA's Incident Information Service (IIS) in August 2021



## €2,746,660

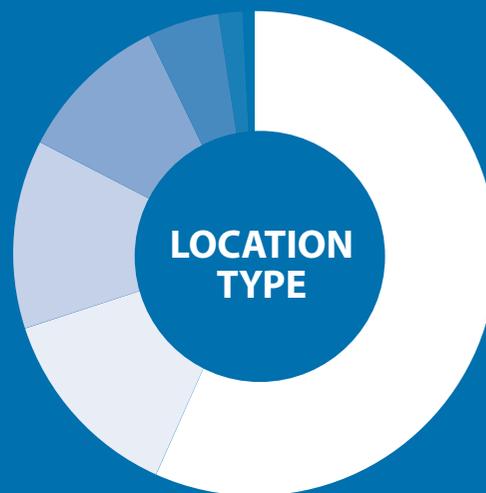
Total loss for the 17 or 13.3% of crimes stating a value

## 12

Number of TAPA IIS product categories recording losses in August 2021

# 127

Number of new cargo crimes recorded by TAPA's IIS in August 2021



## €1,371,046

**Biggest single loss -**

Hijacking of a truck carrying shipment of catalytic converters in Eastern Cape, South Africa, on 13 August

Number of countries in EMEA reporting incidents

# 17

Theft from Vehicle ..... 34 (26.7%)  
 Theft of Vehicle..... 27 (21.3%)  
 Hijacking ..... 16 (12.6%)  
 Theft from Trailer ..... 13 (10.2%)  
 Theft from Facility ..... 10 (7.9%)  
 Robbery ..... 7 (5.5%)  
 Truck Theft ..... 6 (4.7%)  
 Theft of Trailer..... 6 (4.7%)  
 Theft from Container..... 3 (2.4%)  
 Theft ..... 3 (2.4%)  
 Theft of Container ..... 1 (0.8%)  
 Theft from Train..... 1 (0.8%)

Unknown..... 72 (56.7%)  
 Unclassified Parking ..... 17 (13.3%)  
 Destination Facility ..... 16 (12.6%)  
 En Route..... 13 (10.2%)  
 Origin Facility ..... 6 (4.8%)  
 Secured Parking..... 2 (1.6%)  
 Services Third Party ..... 1 (0.8%)



# 3

Crimes in EMEA recorded a loss value of between €50,000 & €100,000 worth a combined €199,342

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

 **€161,568** **AVERAGE LOSS VALUE IN AUGUST 2021**

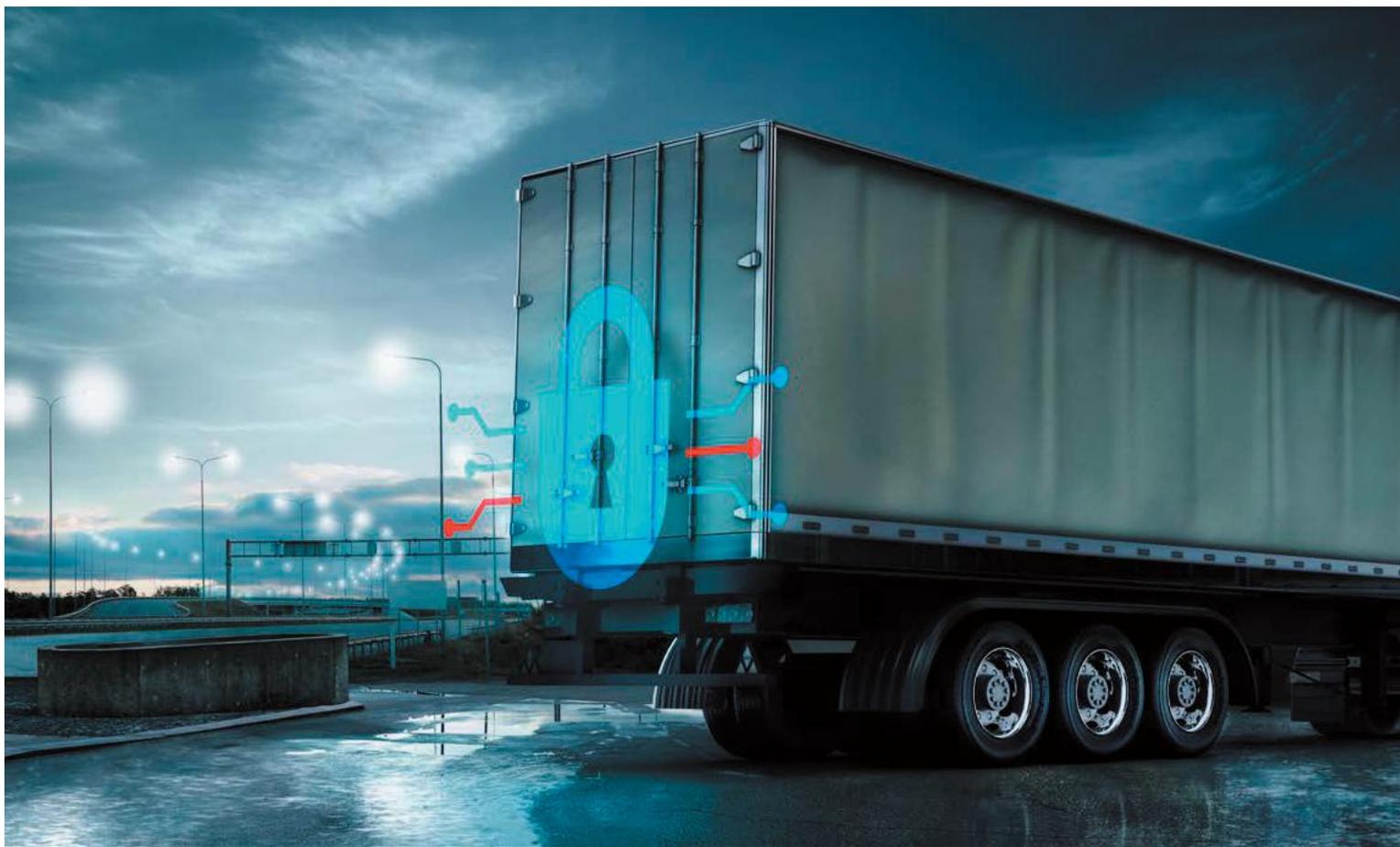
 **13.3%**

Or 17 of the recorded incidents took place in Unclassified Parking Locations



**MODUS OPERANDI USED IN LATEST CARGO THEFTS:**

Unknown	75 (59%)
Intrusion	31 (24.5%)
Violent & Threat with Violence	20 (15.7%)
Internal	1 (0.8%)



# Secure Transport.

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# AUGUST DATA SHOWS LOSSES OF MORE THAN €2.7 MILLION AFTER THIEVES TARGETED SUPPLY CHAIN IN 12 COUNTRIES ACROSS EMEA

## Cargo crime data reported to TAPA's Incident Information Service (IIS) for August 2021 so far shows a combined loss of €2,746,660 for the 13.3% of attacks stating a value.

With incident reports still coming in for August, the 127 recorded cargo thefts or attempted thefts included six major losses of **€100,000** or more, producing an average value for these crimes alone of **€399,279**. Product losses in the **€50-100K** category averaged **€66,447**.

The average loss for all crimes reporting a value in August was **€161,568**.

**TAPA was notified of thefts of goods from supply chain in 17 countries in the EMEA region, including five with double-digit loss rates:**

- UK – 27 (21.3%)
- Netherlands – 25 (19.7%)
- Spain – 21 (16.5%)
- France – 18 (14.1%)
- South Africa – 14 (11%)

**Major incidents reported to TAPA's IIS for the month of August so far included:**

### £1,371,046

The hijacking of a truck carrying a shipment of catalytic converters in Gqeberha, Eastern Cape, South Africa, on 13 August. Police later made three arrests.



### £347,600

An unattended truck loaded with spare parts was stolen from a fuel station in Loniow, Poland, on 28 August. The driver had left the trucked parked up over the weekend.



### £150,000

In Kabelsketal, Saxony-Anhalt, Germany, on 2 August, offenders stole a truck and loaded trailer from an unclassified parking location.

### £120,000

High value tools were stolen after thieves broke into a warehouse in Buckley, Wales, on 29 August.



### £107,030

In one of several truck hijackings recorded in South Africa in August, four men intercepted a vehicle carrying tyres as it travelled along the M7 to join the N3 highway to Johannesburg on 23 August. Police officers subsequently recovered 80 tyres stolen in the attack.



**Recorded cargo crimes with a loss value of between €50-100K included:**

- **€76,842** – on 29 August in Johannesburg, South Africa, a woman was arrested for using an online marketplace to advertise goods linked to an earlier truck hijacking, including energy drinks and engine oil;
- **€72,500** – in Gotha in the German state of Thuringia, an offender stole a shipment of 145 laptops from a vehicle parked at a truckstop on 8 August.



**Other incidents of note during the month were:**

- On 1 August, an offender suffered severe injuries after falling from the roof of a warehouse he was trying to break into in Gijon, Spain;
- Thousands of pairs of shoes - 60% of stock being stored in an Origin Facility in Valencia, Spain - were stolen on 4 August;



- The arrests of 19 suspects in South Africa connected to the theft of 1,155 boxes of frozen chicken from a truck in South Africa on 5 August;
- In Algeria on 6 August, thieves hijacked a truck carrying oxygen tanks intended for the treatment of Covid patients;
- On 17 August, over 100 household appliances were stolen from a warehouse in La Pobla Llarga, Valencia, Spain.



Theft from Vehicle and Theft of Vehicle crimes accounted for 61 or 48% of the types of incidents reported to TAPA EMEA in August. 20 of the attacks recorded in the month involved the use or threat of violence. Of the 12 TAPA IIS product categories suffering losses, the 12 (9.3%) thefts of Food & Drink goods were the highest.

PRODUCT CATEGORY	No	%
Miscellaneous	70	55.1%
Unspecified	14	11%
Food & Drink	12	9.3%
No Load (Theft of truck and/or trailer)	11	8.6%
Clothing & Footwear	4	3.2%
Tyres	2	1.6%
Tobacco	2	1.6%
Furniture/Household Appliances	2	1.6%
Cash	2	1.6%
Car Parts	2	1.6%
Bicycles	2	1.6%
Computers/Laptops	2	1.6%
Toys/Games	1	0.8%
Tools/Building Materials	1	0.8%

# STANDARDS FAQs #48



Mark Gruentjes



Steve McHugh

## A monthly update by TAPA EMEA's Standards Lead, Mark Gruentjes, and Executive Director Standards, Steve McHugh

After receiving a steady stream of questions about TAPA's Security Standards from Audit Bodies and our members, we feel it is 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 month's FAQs, we cover topics that support the use of TAPA's Security Standards. If you are using or considering using TAPA's Standards as part of your supply chain security solution, we hope you will find the questions and answers useful.

You can raise a new topic for discussion, or ask questions about one of our published responses, by contacting us using this link [CONTACT US](#)

### Question 1.

**As a manufacturer of goods, I need my Logistics Service Providers (LSPs) to provide me with assurances on the safe and secure transport of my goods. Can you summarise the main benefits of using the TAPA Standards and the value of requiring my suppliers to be TAPA certified?**

**Answer:** Using TAPA's Standards ensures you are using an industry standard for secure transportation. These standards are developed by the industry and for the industry.

#### In addition:

- Many of your partners, suppliers and customers most likely already require TAPA certification for themselves or their supply chain partners. You would be adopting a proven method to mitigate your supply chain security risks;
- Whether a security professional or a procurement specialist, seeking a service provider that offers TAPA certification means your task to find a credible operator which also provides a good security service is made a lot easier. It should be simple to validate new Logistics Service Provider candidates on security if they have chosen TAPA certification as their security model;



- TAPA Standards can easily be referenced in contractual agreements and service requirements. This approach can also allow for the enforcement of TAPA Standards by linking them to standard terms and conditions;
- Past surveys confirm businesses that are TAPA certified (protected) will benefit from lower incidents rates compared to non TAPA certified businesses (unprotected);
- TAPA Standards are scalable and have 3 levels of security requirements.

Simply select the appropriate level for your business needs;

- TAPA certifications are completed by TAPA-approved Independent Audit Bodies (IAB). You can, therefore, be assured that a business with a TAPA certification status is valued and is serious about supply chain security;
- Entry level Self-certification for the lowest security levels against the TAPA Standards is also available if the applicant can meet the required criteria.

# STANDARDS FAQs #48

## Question 2.

### What is the cost to become TAPA certified?

**Answer:** TAPA advises any business considering TAPA certification to calculate the associated costs in the following ways:

a) The direct cost to appoint an IAB to carry out a certification audit. These fees are not the responsibility of TAPA and require the certification applicant to negotiate directly with one of the TAPA-authorised IABs. A rough guide to the cost for a small operation would be around €2,000 plus permissible expenses. Larger and more complex operations will require more time and, therefore, incur higher fees;

b) The costs to prepare the location being certified to be compliant with the TAPA Standards will vary at each location. For an existing operation seeking TAPA Facility Security Requirements (FSR) certification, it is often the case that the physical security requirements are not far from what the TAPA Standards require. Often, it is documenting/implementing procedures and staff training which are the areas needing the greatest attention. With a TAPA Trucking Security Requirements (TSR) certification, again the procedures and training will need careful attention, but the associated costs to ensure the vehicles are also compliant with the requirements will need to be considered too.

A pre-inspection or gap analysis is the best way to prepare for a TAPA certification audit. If your in-house resources cannot do this, contact your IAB or TAPA EMEA for advice.



## Question 3.

### Can my LSP require me to contribute to the cost of using their TAPA certified services?

**Answer:** Probably, yes! The fact is for any TAPA certified services being provided, the beneficiary of those services will pay directly or indirectly for that service. Using a TAPA certified LSP will require the LSP to invest in providing and maintaining the security service levels required by TAPA. There does not seem to be a preferred model regarding the options for factoring in TAPA certification costs. Some LSPs/Businesses prefer the TAPA associated costs to be itemised separately from the freight rate, while others prefer a 'baked in' rate so all transportation costs, including TAPA, are specified in the agreement.



## Question 4.

### In addition to the TAPA website, where can I get help and advice on introducing or maintaining TAPA's Security Standards?

**Answer:** If you are already a user of TAPA's Standards and certification, or if you want to know more about TAPA certification, just contact us at [info@tapaemea.org](mailto:info@tapaemea.org)

We are happy to support you in the following ways:

- How to achieve certification or re-certification
- How to manage changes to the location holding TAPA certification
- How TAPA membership provides additional benefits to certification
- Information on the TAPA-approved Independent Audit Bodies
- Who needs training and how do they access TAPA's online courses?
- Questions on the Standards and the requirements
- Help with preparing waivers and solving non-compliant requirements
- Or, if you want to share your TAPA certification experiences with someone who cares



# AUTOTRASPORTI VERCESI ONLY USES SBS LOCKS ON ITS TRAILER DOORS

**Autotrasporti Vercesi, is one of the market leaders in the transportation of temperature-sensitive, and high-grade products. As an important part within its overall security chain, Vercesi uses SBS locks on the doors of its 145 trailers, which is not only effective against theft, but also works well against intruders. We asked Paola Vercesi, General Manager of Autotrasporti Vercesi S.p.A., why they opted for the SBS locks.**

## TAPA CERTIFIED WITH SBS LOCKS

"Seventy percent of our 100 trailers are on the road with products, which the client wants transported only with additional security". For this reason, Vercesi has raised the security of its entire logistics chain to TAPA level. "That means working with a certified protocol, but also placing requirements on physical security. Aside from a satellite monitoring system, we have heavily secured the trailer doors with SBS locks. As a result, we are TAPA TSR 1 certified."

## SBS INLOCK TRAILERLOCK

Vercesi has thereby opted for SBS locks of the Dutch company Imbema. "Imbema has developed a good reputation and is known for its innovative solutions. She provides the most complete range of security measures in Europe. We have fitted both an electronically operated and a mechanical lock on all our rear doors. The electronic SBS Inlock lock is operated using what is known as a rolling PIN code. Geofencing is another possibility, which only

allows trailer doors to be opened at pre-defined places, such as at a customer's premises or at customs. You can also unlock the SBS Inlock lock remotely from the control room. That can be quite a process, but it is also a security measure for emergency cases".

## SBS TURTLE MECHANICAL LOCK

Just the electronic SBS Inlock alone offers extremely good security, yet it also has one drawback: "The lock is so nicely integrated that there is no evidence of it on the outside. This means that criminals destroy your entire door before they realize that they are unable to enter the trailer. To prevent this kind of damage, we also had a mechanical lock installed: the SBS Turtle lock."

## DECREASE IN CRIMINAL INCIDENTS

Paola Vercesi is very pleased with the results with the SBS locks. "Our aim is to reduce the number of criminal incidents to zero and to prevent us from being surprised by stowaways in our trailers. The latter is a requirement held by all of our customers. Since the locks were fitted, we are seeing a significant drop in the number of incidents. That is precisely the result we had in mind. The investment is a good addition to our entire range of security measures.

Read more about the [SBS inlock](#).

For more information you can also [contact](#) our security specialists.



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# STEP UP & STAND OUT

# TAPA'S LATEST FSR & TSR SECURITY CERTIFICATIONS

In each issue of this magazine, 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	GVT Transport & Logistics B.V.	NL	Tilburg	A
FSR	Ingram Micro Services SAS	FR	Beauvais	A
FSR	Ingram Micro Services SAS	FR	Lille	A
FSR	Ingram Micro CFS Benelux	NL	Tilburg	A
FSR	Ingram Micro CFS Benelux	NL	Waalwijk	A
FSR	Ebner Warehousing GmbH	DE	Ebern	A
FSR	Flextronics Italy SPA	IT	Smaglia	A
FSR	DHL Freight	DE	Nurnberg	C
FSR	DHL Freight (Sweden) AB - Lulea	SE	Norrbotten	C
FSR	DHL Freight (Sweden) AB	SE	Orebro	C
FSR	DHL International UK Ltd	UK	Colchester	C
FSR	Savino Del Bene S.p.A	IT	Vicenza	C
FSR	DHL Express (Austria) GmbH - Guntramsdorf	AT	Guntramsdorf	A
FSR	DHL Express Fermany GmbH, Berlin	DE	Berlin	A
FSR	DHL Global Forwarding (France) SAS	FR	Tremblay en France	A
FSR	DHL International Kazakhstan	KZ	Atyrau	A
FSR	DHL Worldwide Express Mern LLC	AE	Dubai	A
FSR	Milsped d.o.o.	RS	Krnjesevci	B
FSR	Orbit Ltd.	BG	Sofia	A
FSR	Posti Oy	FI	Tuusula	A
FSR	Maastricht Logistics Services B.V.	NL	Maastricht	A
FSR	Craiss Logistik S.R.L.	RO	Sibiu	B
FSR	DSV Solutions S.R.L.	RO	Dragomiresti Deal	A
FSR	DHL Freight (Sweden) AB	SE	Vastra Gotaland	C
FSR	DHL Parcel Pontevedra Spain, S.L.U.	ES	Pontevedra	C
FSR	DHL Parcel Sevilla Spain S.L.U.	ES	Sevilla	C
FSR	SMSA Express Transportation Co. Ltd	SA	Madinah	C
FSR	Bleckmann	BE	Gent	C
FSR	Bleckmann	BE	Kruisem	C
FSR	Bleckmann	BE	Oudenaarde	C
FSR	DHL Freight	DE	Koln	C



### EUROPE, MIDDLE EAST & AFRICA REGION

FSR	Company Name	Country	City	Class
FSR	DHL Freight	DE	Menden	C
FSR	DHL Freight	DE	Neumunster	C
FSR	Bollere Logistics	UG	Kampala	C
FSR	Samsung SDS Europe / CIS RHQ	DE	Magdeburg	C
FSR	Agility Logistics LLC	UAE	Dubai	A
FSR	DB Schenker Fury Park	IE	Dublin	A
FSR	DB Schenker	IE	Dublin	A
FSR	DHL Express (Poland) Sp.z o.o.	PL	Mazowieckie	A
FSR	DHL Express (Sweden) AB	SE	Arlanda	A
FSR	DHL Hub Leipzig GmbH	DE	Schkeuditz	A
FSR	DHL Supply Chain (Italy) S.p.A. Life Science and Healthcare Warehouse	IT	Rome	A
FSR	DHI Supply Chain benelux (Beringe 1-4)	NL	Beringe	A
FSR	DHI Supply Chain benelux (Beringe V)	NL	Beringe	A
FSR	Syncreon Netherlands B.V. (Tilburg)	NL	Tilburg	A
FSR	DynaGroup - Boom, Belgium	BE	Boom	A
FSR	Logistic Solutions B.V. (h.o.d.n. Mikropakket)	NL	De Bilt	A
TSR	Company Name	Country	Category	
TSR	Zao "Rus-Avto"	RU	Level 1 & 3 / Category Medium	
TSR	Muller-Transporte GmbH	AT	Level 1 / Category Medium	
TSR	Dipl. Kfm. Gunther Konig Transport Ges.m.b.H	AT	Level 3 / Caterogy Medium	
TSR	International Alexander	RO	Level 3 & 3 / Category Small & Large	
TSR	Milsped d.o.o.	RS	Level 1 / Category Small	
TSR	NataneK Nova Sp. Z o.o. Sp.K.	PL	Level 1 / Category Small	
TSR	Lucey Transport and Logistics	IE	Level -3 / Category Large	
TSR	As Line Spedition	RO	Level -3 / Category Small	
TSR	Natanex Logistics Poland Sp. Z o.o.	PL	Level - 1 / Category Small	
TSR	F.M. Transporti S.R.L.	IT	Level - 1 / Category Small	
TSR	Gatto Autotrasporti S.r.l.	IT	Level - 1 / Category Small	
TSR	Prevost Hungaria Kft	HU	Level - 1 / Category Small	
TSR	Vizocargo s.r.o.	CZ	Level - 2&3 / Category Medium	
TSR	UAB Girteka Logistics	LT	Level - 1 / Category Large	



The TAPA EMEA Standards Team are available to help you begin or grow your FSR, TSR or PSR certification programmes. If you have any questions about the TAPA Standards, contact us using this [LINK](#)

# BOOK NOW TO JOIN TAPA EMEA'S REMOTE VIRTUAL AUDITING COURSE THIS DECEMBER



To support companies with their TAPA EMEA Security Standards certification programmes, the Association's next Remote Auditing Course will take place over two consecutive mornings on 16 & 17 December 2021.

This course provides independent professional guidance that supports the use of the TAPA EMEA Remote Virtual Auditing (RVA) Procedure for all current versions of TAPA's Security Standards.



It is a one day-course split over two 4-hour morning training sessions and is delivered for TAPA EMEA by Jeff Dowson, a leading independent auditing expert with longstanding

experience of the TAPA and other Standards. The course combines theoretical and practical training and consists of two group workshops, culminating in a real-life audit, for a maximum of 12 participants, which will allow you to use the skills learned.

Emily Dunn, Security Operations Manager of Unipart Group of Companies attended the last course in August. She said: "The TAPA EMEA Remote Auditing Course is a fantastic

blend of theoretical background and practical application of knowledge, giving delegates a real insight into the possibilities when conducting an audit of any kind remotely. Jeff Dowson expertly interweaves the theoretical foundations of identifying risk (and therefore feasibility), planning and preparation of remote audits with interactive sessions, enabling delegates to apply their knowledge and gain a real insight into the remote auditing process from start to finish. The practical live remote audit at the end of the course was a great experience and really demonstrated the training and advice Jeff gave throughout the course. I would recommend the course to those involved in any auditing discipline and interested in auditing remotely."

Fellow delegate Gian Matteo Di Cunto, Corporate Regional Security Manager for Italy and Switzerland at Tech Data Synnex, added: "Attending this course was very useful and inspirational. When approaching the new trend of 'remote virtual auditing,' I had some doubt on how to proceed. This course gave me the opportunity to understand the processes, the modality and the steps to follow. Shortly, I will conduct the remote auditing to achieve

the TAPA FSR certification, and this course was the perfect guidance. I recommend it to anyone who wants to accomplish any audit as it offers the requirements deemed necessary to cover any aspect in the scope of an audit."

The course is not Standard specific and is suitable for any auditing discipline. A certificate will be issued to all participants on completion of the course.

## WHO SHOULD ATTEND?

This training will benefit learners with auditor experience of any Standard who have delivered physical audits and who have a good understanding of how to manage an internal or external audit.

## WHAT YOU'LL LEARN

The course will help you to:

- Perform a risk assessment to verify if remote auditing is feasible
- Plan an effective remote audit
- Prepare for the audit, and create a remote audit plan, and plan the routes for site audit tours
- Know and use remote auditing techniques; photographs; audit through screen shares; synchronous and asynchronous video
- Through workshops and feedback sessions, become familiar with issues that can arise and learn how to solve them
- Maximise time usage to ensure a thorough and effective audit is conducted

This training costs **€499.00** (+ VAT if applicable) for TAPA EMEA members or **€1,499.00** (+ VAT if applicable) for non-members. To find out more or to book, contact [info@tapaemea.org](mailto:info@tapaemea.org)

**WELCOME  
TO OUR NEW  
MEMBERS**



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

Company	Country	Website
IPEC PTY LTD (Previously part of TOLL Group)	AU	<a href="http://www.tgexpress.com.au">www.tgexpress.com.au</a>
Front Runner Logistics Ltd.	UK	<a href="http://www.fronrunnerlogistics.co.uk">www.fronrunnerlogistics.co.uk</a>
SCG Dominik Ledzion	PL	<a href="http://www.scgtransport.com">www.scgtransport.com</a>
Geodis Distribution & Express	FR	<a href="http://www.geodis.com">www.geodis.com</a>
Carna Transport Ltd.	IE	<a href="http://www.carnatspt.ie">www.carnatspt.ie</a>
InterExped Logistics Europe BV	NL	<a href="http://www.interexped-acl.com">www.interexped-acl.com</a>
Geoff Ricketts Freight Limited	GB	<a href="http://www.rickettsfreight.com">www.rickettsfreight.com</a>
Prevost Hungaria Kft.	HU	<a href="http://www.prevost.hu">www.prevost.hu</a>
Incerta bvba	BE	<a href="http://www.variosoftware.be">www.variosoftware.be</a>
Zalando SE	DE	<a href="http://www.corporate.zalando.com">www.corporate.zalando.com</a>



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